

APRIL 1902

VOL. 1

NO. 4

# K.C.S. CURRENT EVENTS

ALONG THE LINE  
OF THE



K.C.S.  
"STRAIGHT AS  
THE CROW FLIES"  
TO THE GULF

## KANSAS CITY SOUTHERN RY.

AN  
AGRICULTURAL  
AND  
INDUSTRIAL  
MAGAZINE.



PUBLISHED BY  
THE GENERAL  
PASSENGER  
DEPARTMENT  
OF THE  
KANSAS CITY  
SOUTHERN  
RAILWAY.

S. G. WARNER,  
GEN'L PASS. & TICKET AGT.

F. E. ROESLER,  
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KANSAS CITY.  
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### KANSAS CITY

— TO THE —

### GULF.

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When Writing to Advertisers Please Mention Current Events.

# M., K. & T. OIL CO.

## BEAUMONT, TEXAS.

The Missouri, Kansas & Texas Oil Company is Incorporated Under the Laws of Texas.

On Spindle Top we own, in fee simple, absolutely and uncontested, land for eleven wells. Two wells already completed are among the greatest gushers in the world. The third well is now being drilled, and further development on Spindle Top will be pushed as fast as contracts can be let.

We also own, in fee simple, five acres in the Henrietta field, in the midst of wells now producing a fine grade of illuminating oil. On this tract we are now sinking a well from which we expect great results.

We also own, in fee simple, five acres on Damon's Mound. This field is yet undeveloped, but oil experts pronounce it the coming oil field of the world, and land there is now held at and sold for enormous prices per acre.

In addition, we have leases, on long time at low royalties, on three thousand six hundred (3,600) acres of oil lands in Jefferson and Hardin Counties, in the midst of the Saratoga, Sour Lake and other developed and paying districts. These leases alone we believe to be worth our entire capital, and any single one of our owned and leased tracts, or either one of our wells, is worth more than the holdings of many companies organized for from five millions up to hundreds of millions.

## 2 1-2 Per Cent. Dividend.

(COPY).

Beaumont, Tex., March 17th, 1902.  
Mr. W. S. Davidson, President First National Bank, Beaumont, Tex.

Dear Sir—We have this day deposited in the First National Bank \$7,500 to credit of dividend fund of the M., K. & T. Oil Company, to be used by you in meeting dividend of two and one-half per cent, payable May 15th, 1902.

You are hereby authorized to use said funds in paying all dividend checks when same are presented, signed by J. C. Beatty, Treasurer of the M., K. & T. Company. Yours truly,  
(Signed). J. C. BEATTY, Treasurer.

(COPY).

Beaumont, Tex., March 17th, 1902.

The First National Bank of Beaumont, Texas, hereby guarantees that the Missouri, Kansas & Texas Oil Company, of Beaumont, Tex., will declare a two and one-half per cent dividend on its entire capitalization of \$300,000, payable May 15th, 1902.

(Signed). FRANK ALVEY,  
Cashier of the First National Bank of Beaumont, Tex.

The dividend is paid from oil already sold and paid for. We have contracts for the sale of all our products, and confidently believe a like dividend will be declared every thirty to sixty days.

For additional development, a limited amount of our stock will be sold at the same price as that already sold, ten (10) cents per share, no more, no less, which is PAR, and it is worth par. Capitalized for only \$300,000. Shares ten cents each.

Do not confound this company with one organized under the laws of Arizona, under the same corporate name as ours, and with a capital stock of \$200,000,000. We will not attempt to explain why a company operating in Texas should incorporate in Arizona, and we will let the public form their own conclusions regarding the reasons for their enormous capitalization, and using the name of "Missouri, Kansas & Texas Oil Company." At all events our company has assets, and our business will be conducted on a legitimate and thoroughly business like basis.

The personnel of this Company is a guarantee of successful results, of large dividends, and of greatly increased value of the stock. The Beattys are well known as pioneers in the Texas Oil Fields, and as the most conservative and successful operators. The operations of the Company will be under the personal supervision and management of D. R. Beatty, one of the most capable and experienced, as well as best known, oil authorities in the United States.

COL. J. H. RICHARDS, President, Ft. Scott, Kas.

J. T. BEATTY, Vice-President, Beaumont, Texas.

J. C. BEATTY, Secretary and Treasurer, Beaumont, Texas.

TOM RICHARDSON, Assistant Secretary, New Orleans, La.

F. M. YOST, Ft. Scott and Beaumont.

**D. R. BEATTY, General Manager.**

Further particulars on application. Address communications, and remit drafts or money orders

# Missouri, Kansas & Texas Oil Co.,

## Beaumont, Texas.

When Writing to Advertisers Please Mention Current Events.



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APRIL 1, 1902

VOLUME ONE

NUMBER FOUR

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# THE WEAR COAL CO.

OPERATORS AND SHIPPERS.

Capacity of Our Own Mines 150 Cars Daily.

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Topeka, Ks.  
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Joplin, Mo.  
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Weir City, Ks.  
Pittsburg, Ks.  
Minden, Mo.  
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Godman, Ark.

We Ship Our Coal Everywhere via. all Railroads.

## Godman, Arkansas, Semi-Anthracite Coal

The Purest and Best Steam Coal Mined in the South.  
No Clinkers, No Sulphur, Small Percentage of Ash  
and High in Fixed Carbon.

Try It, Use It Always.

Southern Office, Dallas, Texas,

JOHN B. DAY, Southern Sales Agent.

Address All Correspondence.

# THE WEAR COAL CO.,

American Bank Building,

KANSAS CITY, - - - MISSOURI.

When Writing to Advertisers Please Mention Current Events.



**"KEEP A-GOIN'."**

Frank. L. Stanton.

"If you strike a thorn or rose, keep a-goin'!  
If it hails or if it snows, keep a-goin'!  
'Taint no use to sit an' whine  
When the fish ain't on your line;  
Bait your hook and keep on tryin'!  
Keep a-goin'!"

"When the weather kills your crop, keep a-goin'!  
When you tumble from the top, keep a-goin'!  
'Spose you're out o' every dime?  
Gitten broke ain't any crime;  
Tell the world you're feelin' prime!  
Keep a-goin'!"

"When it looks like all is up, keep a-goin'!  
Drain sweetness from the cup, keep a-goin'!  
See the wild birds on the wing!  
Hear the bells that sweetly ring!  
When you feel like singin'—sing,  
Keep a-goin'!!!"

—Atlanta Constitution.

## THE COAL MINING INDUSTRY OF KANSAS AND ARKANSAS.

### THE CHEROKEE COAL FIELD.

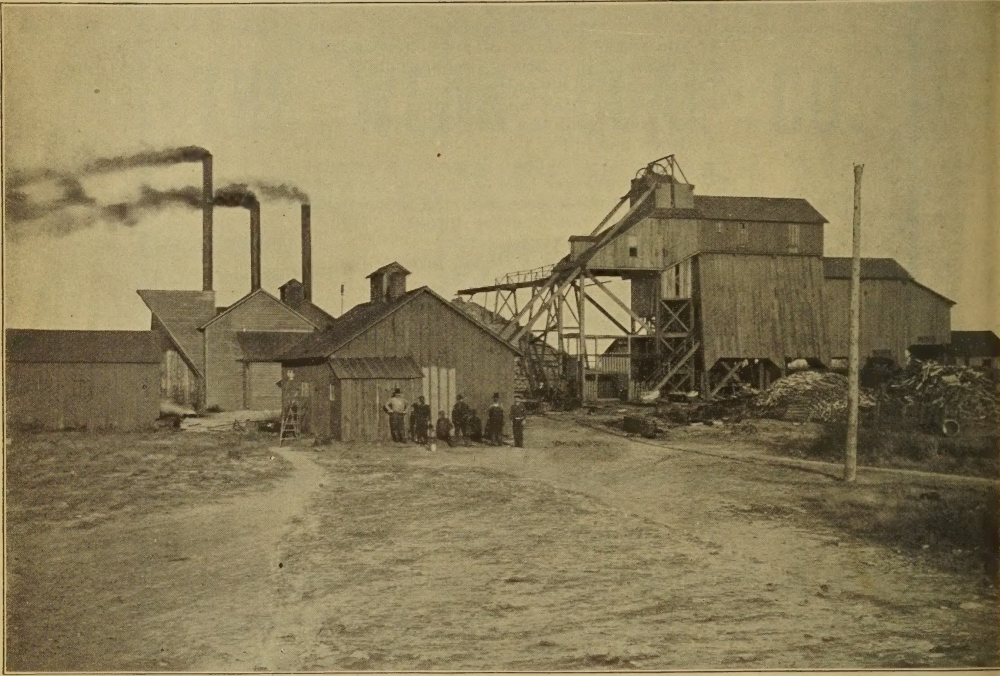
Coal has been mined in Kansas during the past twenty-five years and enough has been mined in that time to run every ship on the ocean for one hundred years. The city of Pittsburg, Kansas, is the commercial, industrial and financial center of the Cherokee bituminous coal field, which extends from Amoret, Mo., 69 miles south of Kansas City, Mo., to Pittsburg, 130 miles south of Kansas City. Coal is mined at many points, but the great bulk of the product comes from the vicinity of Pittsburg. The general dip of the deposits is toward the south, coal outcrops at Amoret being mined by stripping, while at Pittsburg the deposits are from 50 to 160 feet below the surface of the ground. The general thickness of the deposit is about 33 inches, and the quality obtained is excellent. In Crawford county, Kansas, of which Pittsburg is the county seat, there are in all some 87 coal diggings, including great producing mines and strippings.

The production of coal in Kansas during 1901 exceeded that of any previous year in the history of the state. There were employed 10,673 persons in and about the mines, who produced 4,209,716 tons of coal, valued at \$5,500,709. Crawford county turned out 55 per cent of this. At and near Pittsburg there were employed 4,798 persons in and about the mines who produced 2,335,998 tons of coal, valued at \$2,769,629. The miners earn each

about \$450 annually, which means in wages \$2,130,000 per year. The pay rolls of the coal mining companies in the vicinity of Pittsburg are approximately as follows: The Kansas and Texas Coal Co., 1,200 men, \$60,000 per month; Pittsburg Coal and Coke Co., 100 men, \$5,000; Nesch Coal Mine, 60 men, \$3,000; Swan Coal Co., 100 men, \$5,000; Wear Coal Company, 1,000 men, \$50,000; Mt. Carmel Coal Co., 1,500 men, \$75,000; Western Coal and Mining Co., 1,000 men, \$50,000; Central Coal and Coke Co., 500 men, \$25,000; Pittsburg and Midway Coal Co., 500 men, \$25,000; twenty smaller companies, 500 men, \$25,000, and some twenty or thirty still smaller concerns not included in the list.

### THE CITY OF PITTSBURG, KANS.

This city of 15,000 people has grown up to its present magnitude through its mining interests. It was incorporated in 1880, and has enjoyed a steady growth ever since. Coal mines began to open up all over the eastern half of Crawford county and Pittsburg was the center of activity. The small mining camps in the vicinity grew into small towns of 2,000 to 3,000 inhabitants, and the small coal diggings became great mines. Pittsburg could not help but grow. The freight business from coal mines brought in the Kansas City Southern Ry., the St. Louis and San Francisco and the Atchison, Topeka & Santa Fe Railroads,



#### WEAR COAL CO.'S MINE NO. 7. PRODUCT 950 TONS PER DAY.

and the presence of fine brick and potter's clay and other raw materials brought about the establishment of large factories of various kinds. Among the various industries are the Pittsburg Vitrified Paving Brick Co., employing 150 men, with a capacity of 100,000 bricks per day, capital invested, \$100,000; the Pittsburg Brick and Pipe Co., capital \$50,000; the Seniff Brick Works, employing 250 men, with a monthly pay roll of \$12,500; Kansas City Southern Ry. shop employs 350 to 400 men, with a monthly pay roll of \$40,000; Pittsburg Foundry and Machine Shops; Pittsburg Modern Milling plant; The Hull-Dillon Packing plant; bicycle factory; two ice plants; boiler works; bottling works; steam laundry; gas works; carriage works; planing mill; mattress factory; grain elevators and numerous smaller enterprises. A big powder mill is in course of erection and the electric street car system is being brought up-to-date. The hotels are commodious and good. The city water works are adequate and supplied from three artesian wells. Both gas and electricity are used for illumination, and electric and suburban lines connect Pittsburg

with the towns of Frontenac, Chicopee and numerous mining camps. Among the public institutions are an excellent hospital, a first-class school system, with four fine brick graded schools, and a manual training high school, erected at a cost of \$38,000. Nearly all the streets are paved with brick and about \$200,000 is expended annually on streets and sewer improvements. The new city hall is an attractive building, erected at a cost of \$47,000. The new buildings erected in 1901 cost \$100,000. The city valuations amount to \$2,000,000. Pittsburg's pay roll for the year is made up of \$2,130,300 paid to coal miners, \$1,200,000 paid the men working in the factories; \$70,000 per month paid to railroad employees of the several lines, aggregating \$840,000 per annum; and other employes in the mercantile and other lines who draw half a million dollars more per annum. This will make \$4,670,000, a nice little sum for a city of 15,000 people to handle. While Pittsburg has only 15,000 people, it does the business of a town of 40,000 for the reason that all the surrounding mining camps transact their business there.



## CRAWFORD COUNTY, KANSAS.

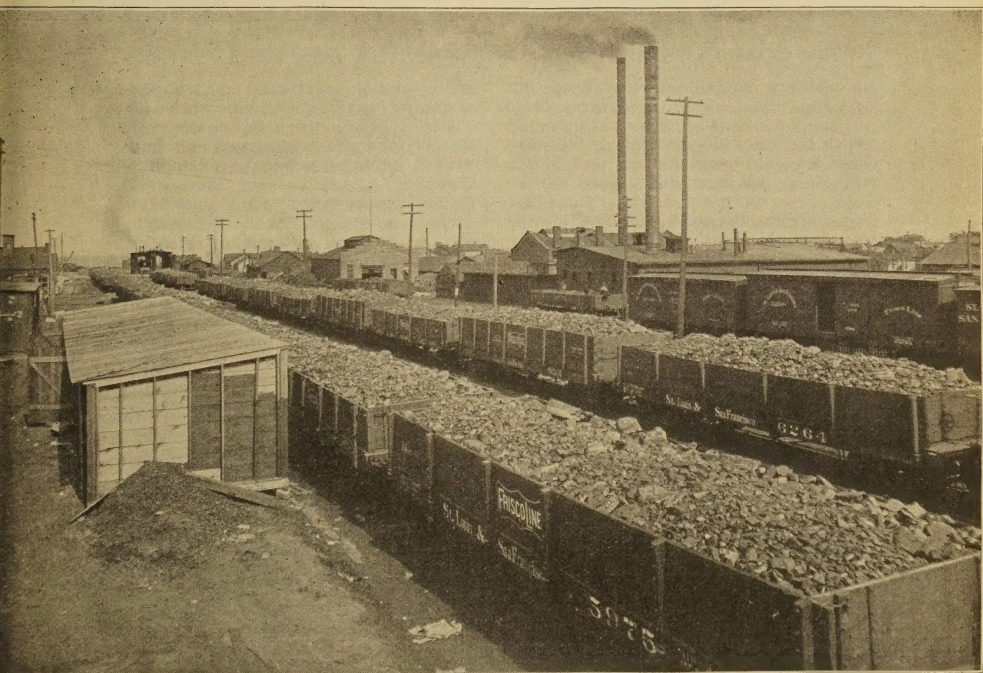
While coal mining seems to be the engrossing pursuit of a large part of the population, Crawford is nevertheless a fine agricultural county. It was organized in 1867, and contains 592 square miles. It is exceptionally well watered by numerous small streams, and is considered an excellent small grain county. The greater part of the country is prairie land, the timber be-

ing along the streams and consisting of cottonwood, hickory, ash, hackberry, walnut, etc. The crops produced annually are valued at \$1,500,000, and as much more may be added for live stock. Farm lands range in price from \$25 to \$100 per acre. Outside of Pittsburg, Girard and Frontenac are the more important towns, Girard being the county seat.

## THE ARKANSAS COAL FIELD.

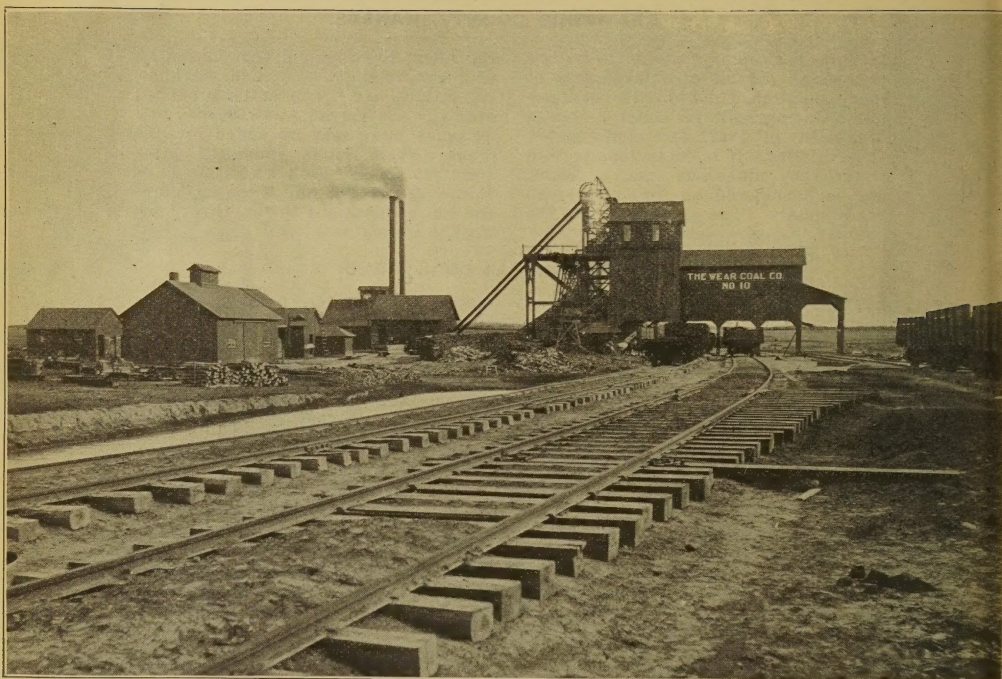
Is of more recent date than that of the Cherokee Coal district in Missouri and Kansas. Operations in a small way began some twelve years ago, though since that time a large business in coal mining has grown up. The U. S. census gives the coal area of which Fort Smith is the commercial and financial center, as being 29,000 square miles, of which 9,190 square miles are in Arkansas and 20,000 square miles are in the Indian Territory. The Arkansas coal fields, estimated by local experts to cover 12,000 square miles, are principally in the Arkansas River Valley and in Sebastian, Scott, Crawford and other counties. Indications of coal exist in Wash-

ington, Polk, Sevier counties, and are found as far east as Logan county. This coal field is undoubtedly one of the greatest resources of Western Arkansas. The coal exists in ledges or deposits of 3 to 8 feet in thickness. The output of coal in Arkansas in 1901 was 1,865,780 tons, as against 986,000 tons in 1900. The number of persons employed was 4,420, who received approximately \$1,671,254 for their labor. Sebastian county, in which Fort Smith is situated, mined over 1,000,000 tons. The coal is found at depths varying from 50 feet to 500 feet. It has a very small percentage of sulphur, burns brightly, is easily ignited and leaves no clinkers. It is



COAL F. O. B. ON CARS AT PITTSBURG, KANSAS.





### WEAR COAL CO.'S MINE NO 10. PRODUCTION 1,000 TONS PER DAY.

practically smokeless, but does not readily make gas. It contains from 67 to 85 per cent of carbon. Compared with the Cherokee district of Missouri and Kansas, the Arkansas and Indian Territory coals contain more carbon and less volatile matter. They are semi-anthracite coals, and are largely used, west of the Mississippi river, in place of the Pennsylvania anthracite coals for manufacturing and domestic purposes. They are delivered in Fort Smith for 80 cents per ton.

The output of the Indian Territory for 1901 was 2,571,064 tons, as against 1,900,127 tons in 1900, a gain of 25 per cent. The number of hands employed was 5,630. In the Indian Territory there are 280 coke ovens, 80 of which are situated at Krebs, I. T., and 50 at Howe, I. T. The output of coke was 33,900 tons.

#### THE CITY OF FORT SMITH, ARK.

This important trade center of the Arkansas coal district has, including the incorporated city and its additions, 21,000 inhabitants. The municipal improvements consist of several miles of brick paved streets, sidewalks of cement or flagging, a complete sewer system, comprising 28 miles of

mains and connections, a complete system of water works, gas works and electric lights for illuminating the streets, two electric street car lines, with 8 miles of track, two telephone systems, county court house, jail, United States court house, post office, prison and hospital, a national cemetery, city hospital and an excellent system of public schools. The railroads entering Fort Smith are the Kansas City Southern, St. Louis & San Francisco, Missouri Pacific, the Arkansas Central, Fort Smith and Western and the Choctaw, Oklahoma and Gulf.

Considering the strength of the population, the commercial, industrial and financial business of the city is very large. During 1901 the jobbing business done amounted to \$19,313,000, divided among the various lines as follows: Groceries, \$4,250,000; dry goods, \$2,465,000; hardware, \$2,320,000; drugs, \$620,000; boots and shoes, \$745,000; queensware, \$276,000; notions, \$120,000; saddlery, \$26,000; flour and feed, \$1,275,000; farm implements and wagons, \$290,000; liquors and tobacco, \$1,520,000; cotton and lumber, \$3,120,000; hats, \$150,000; fur-



niture, \$320,000; clothing, \$76,000; books and stationery, \$225,000; packing house products, \$1,328,000. The total value of goods manufactured in Fort Smith was \$2,901,420, divided as follows: Furniture, \$460,000; other woodwork, \$350,000; cotton seed oil, meal, etc., \$647,420; flour and feed, \$250,000; brooms, etc., \$50,000; printing, \$206,000; candy, \$150,000; cigars and tobacco, \$172,000; ice, \$64,000; brick and tiling, \$198,000; overalls and pants, \$100,000; pickles and vinegar, \$229,000; shoe factory, \$25,000. The total banking business amounted to \$3,381,595.

The number of bales of cotton handled was 64,000, at an average val-

ue of \$37.50. The cotton seed amounted to 25,000 tons, at an average value of \$16.35. Total amount paid for cotton seed, \$408,700. The vegetables and fruits handled amounted to 800 cars of potatoes, valued at \$275,000; 35 cars of early cabbage, valued at \$10,500; 25 cars of early spinach, valued at \$12,500; 200 cars of peaches and grapes, valued at \$75,000; 240 cars of strawberries, valued at \$200,000. The freight traffic, exclusive of coal, amounts to 12,130 cars outgoing and 23,060 incoming freight, with charges of \$3,261,000. The number of jobbing houses is 43; of factory plants, 88. Wage-earners, excluding coal, 5,940, with an annual pay roll of \$3,029,400.

## PUNISHING VAGRANCY IN TOM GREEN CO., TEXAS.

F. E. ROESLER.

Away back in 1877, Tom Green county, in Texas, was 250 miles long, 90 miles wide, and had 150 inhabitants, more or less, probably less. The county was not organized and had gotten along splendidly without a county organization the previous ten years. Then it occurred to some enterprising citizen, a newcomer from the East, that Tom Green county was not up with the times; that it needed a \$50,000.00 court house, a county judge, four county commissioners, an assessor, and a sheriff and tax collector. True, these institutions had not been missed before, but upon their having been mentioned, they suddenly became a long felt want. Within the following year the county was organized and the officials duly elected.

The unhappiest among the officials was a newly elected sheriff. Business was extremely dull. For six months he had held down his office and nobody had been obliging enough to steal a horse, indulge in a shooting scrape, or even get drunk and disorderly. Fees were too few and far between, and there was grief in the sheriff's office. The court house and jail had not yet been built, and there were no railroads in the county at the time on whom the cost of such institutions could be lawfully assessed. Yet there is a silver lining to every cloud, no matter how dark it be. To the delight of the sheriff, there came from the west a lonesome tramp. He had walked in from California; had successfully dodged various wandering parties of Apaches and Comanches,

who were occasionally looking for scalps, only to fall ingloriously into the hands of the sheriff of Tom Green county.

The newcomer had asked no alms of anyone, and was apparently harmless; but a man without visible means of support in those days had no business in Tom Green county. After a long conference between the sheriff and the county attorney, it was concluded to prosecute the stranger on a charge of vagrancy. In due time he was hauled before the commissioners' court and fined \$100.00 and costs, or, in lieu thereof, to be confined in the county jail for a term of six months if he refused to pay the fine. The prisoner pleaded inability to pay, and the sheriff, for the lack of a commodious jail, promptly chained him to a heavy wagon wheel on the plaza and left him to sleep as best he might in the open air. The following morning, when the sheriff came with his breakfast, the prisoner inquired: "Mr. Sheriff, are you under bond?" The sheriff said that he was. "Are your bondsmen good?" The sheriff stated that they were the best men in the county. "Well, Mr. Sheriff, I just wish to notify you that the judgment of the court is that I be confined in jail. It does not say that I shall be chained to a wagon wheel in the open air. Now, if any harm comes to me, or I get sick, I will sue you for damages to the full extent of the law."

The sheriff was worried and promptly consulted the county attorney, whose opinion was that the prisoner

had a very good case. The next night, and a good many nights thereafter, the prisoner slept in the sheriff's backkitchen. Prices of provisions in those days were very high at Ben Ficklin, the county seat, and the prisoner was blessed with an elegant appetite. The sheriff found, on figuring up a week's expenses, that the legal allowance for the prisoner's keep was just one-fourth of the actual cost. In another week the sheriff got very tired of his charge, and at night conveniently left the door open in the vague hope that the prisoner would avail himself of his opportunity to make himself scarce. That individual, however, was very obtuse, and appeared serenely at the breakfast table the next morning. In order to reduce his expense account, the sheriff ordered the prisoner into the back yard to cut fire wood. This the prisoner declined to do, on the plea that while he could be compelled to work for the county, he was under no obligations whatever to work for a private citizen, even if he be the sheriff. In the meantime the sheriff noted with anxiety that canned goods were daily rising in price. The complaisance with which the prisoner dispatched his three meals per day was really shocking, and after another wearisome and expensive week, the sheriff did an unlawful thing: he actually suggested to the prisoner the propriety of making his escape. The prisoner replied with the utmost sangfroid that he was a law-abiding citizen, that he would not be a fugitive from justice and would serve out his full term. The sheriff realized that this obdurate prisoner would soon bankrupt him, and that something must be done, and done soon. A consultation took place between the county judge, the commissioners and the attorney, with the result that the prisoner was informed with all seriousness that the county judge would appeal to the district court to have the judgment annulled.

The prisoner contended successfully that no one but himself had the right to appeal, and that as he had committed the crime of vagrancy in Tom Green county, and found the verdict of the honorable court just and equitable, he was perfectly willing to suffer the penalty incident thereto. In short, winter was coming on, time was no object to him, board and lodging had been provided for several months to come, and he saw no good reason why he should appeal.

The court was shocked at the depravity of the man, and the sheriff indeed was more than grieved. The prisoner was hustled out of the court room with scant ceremony, and within twenty minutes thereafter a private collection had been made. The sheriff was instructed to buy a \$20.00 horse, give it to the prisoner with a legal bill of sale, give him \$20.00 in cash, and inform him in as vigorous and robust language as he chose, to clear out, and that if he was found anywhere within the limits of Tom Green county within forty-eight hours, he would be hung on the county bridge crossing the Concho river.

Thus ended the first judicial case in Tom Green county.

About a month later, there was a riot in Chihuahua, the Mexican suburb of Ben Ficklin. Two or three of the Mexicans had been stabbed, when the matter came to the notice of the sheriff. Having in mind his recent experience with the tramp, he first consulted the county judge and the commissioners before taking any action. "Well," said the judge, after listening to the sheriff's recital, "any white men mixed up with it?" "No, sir." "Then let them fight it out among themselves. We'll bankrupt the county if we jail those lazy vagabonds, for we will have to feed them for the next sixty days, and grub is too high for that purpose. Let them go to the devil," and the sheriff was willing that they should.

—Reprinted from the St. Louis Globe Democrat.







BURNING OF THE OIL LAKE, BEAUMONT—PORT ARTHUR OIL FIELD.

## THE CITY OF BEAUMONT, TEXAS.

From a geographical point of view this enterprising city of 25,000 inhabitants could not be more favorably situated than it is. It lies on the Neches river, a deep, navigable stream, a few miles above its confluence with Sabine Lake, and is distant from Port Arthur twenty miles and from Sabine Pass, both seaports, thirty miles. It is situated relatively to these points as Houston to Galveston, is on deep water itself, but beyond the reach of ocean craft, owing to the shallow depth of Lake Sabine. The wharves at Port Arthur and Sabine Pass will admit large ocean vessels, the former being connected with Beaumont by the Kansas City Southern Railway. In the matter of railway transportation, Beaumont is well provided for, being entered by the Kansas City Southern Railway, the Gulf and Interstate, the Gulf, Colorado and Santa Fe and the Southern Pacific Railways.

Contiguous to Beaumont lie the great forests of long leaf curly pine and hardwoods, extending northward for a great distance, and within one hundred miles are inexhaustable fields of iron ore and lignite. Surrounding the city are thousands of acres of rich rice lands under cultivation, and within four or five miles the greatest oil fields in the world. With all these advantages in its favor, Beaumont cannot fail to become a great manufacturing and commercial center, and it is very rapidly fulfilling this prediction. In fact, in less than one year, its population has increased from 10,000 to 25,000, and the many new business ventures undertaken indicate that a continuous increase of population can be counted upon for a number of years to come.

At the present time Beaumont is a city of lumber mills, rice mills, foundries and factories of various kinds. Among the manufacturing establishments are four immense lumber mills, capable of 10,000 carloads of finished lumber per annum, the largest creosoting plant in America, three of the largest rice mills in the United States, erected at a cost of \$300,000; two very large foundries; several planing mills, sash door and blind factories; shingle mills; arm and pin factories for telegraph and telephone service; electric light plant; ice and refrigerator plant, the latter requiring an expenditure of \$100,000. The city has two extensive brickyards, with \$10,000 invested, a flour mill costing \$4,000 and five printing offices and two daily newspapers, with an invested capital of \$35,000. In all there are within the

city twenty-five manufacturing establishments, involving a capital of \$6,500,000, and an annual output of product valued at \$3,500,000. About 5,000 persons find steady employment and receive annually in wages about \$4,000,000. New establishments due to the development of the adjacent oil fields are numerous, but no record has been kept of them.

The investments in commercial lines, 4 wholesale and 325 retail houses, are estimated at \$2,000,000. The four banks in the city have a capital of \$768,000. The daily deposits on January 2, 1902, amounted to \$6,437,005. An electric street car system is at present under construction. The school system consists of five large public schools and a high school. The water works are now being greatly enlarged, the streets paved with brick and a perfect system of drainage and sewerage is being now installed. The opera house is a fine, commodious building, erected at a cost of \$75,000, and the U. S. government is expending a similar sum on a new postoffice. During the year 1901, fourteen hundred and twenty-five new residences were erected, at a cost of \$925,000, and some thirty new brick business blocks at a cost of \$1,750,000. The cost of the various buildings now under construction is given at \$1,300,000. The gross valuation of taxable property in Jefferson county, of which Beaumont is the county seat, was on January 1, 1901, \$10,241,020; it is estimated to be approximately \$13,750,000 on January 1, 1902. Some idea of the activity in real estate in Jefferson county, during 1901, may be obtained from an inspection of the county records. Mr. J. H. Rachford of Beaumont reports that there were filed for record 7,270 instruments in writing, of which 5,967 were conveyances, and 1,303 were leases and other instruments. The lands conveyed amounted to 1,488,333 acres, and were valued at \$36,703,938. Of Beaumont city lots, 6,006 changed hands, and were valued at \$1,889,180. In Port Arthur 719 lots were conveyed, and valued at \$1,905,064. At Sabine Pass and other towns 365 town lots were conveyed, and valued at \$41,361. The sum total of all real estate transactions, including oil lands, rice farms, timber lands and town lots amounted to \$38,334,997.

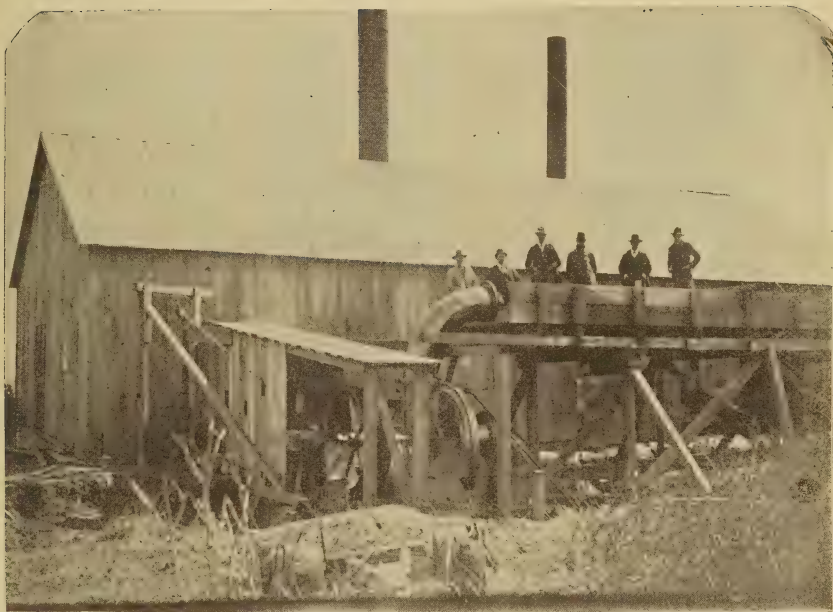
Beaumont owes its existence primarily to the fine timber so abundant in its vicinity, and to the convenient water transportation, by which it could be readily marketed. For a time it was perhaps a question as to whether or not it would share the fate of other saw mill towns, but the development of additional resources put its permanency beyond question. The Texas Tram and Lumber Company has mills at Beaumont and Village, and employs 700 persons, and has an annual output of 75,000,000 feet. The Industrial Lumber Company has three mills, employs 400 persons and turns out 65,000,000 feet per annum. The Beaumont Lumber Co. has mills at Beaumont and Nona Tex., employs 750 persons and has an output of 75,000,000 feet of lumber and 1,000,000 railroad ties. It also operates a shingle mill. The Reliance Lumber Co. employs 200 people and turns out 2,000,000 feet per annum. The Sabine Tram Co. has an annual output of 50 or 60 million feet. The United Lumber and Export Co. handles about 60 million feet, and the Keith Company about 25 million feet. The International Creosoting Works, treat about 18 million feet per annum.

Immense quantities of lumber are exported by way of Port Arthur to Mexico, Central and South America, Cuba and Europe. The lumber shipped by sea in 1900 was, coastwise, 7,773,425 feet; to foreign countries, 47,758,882 feet; total, 55,532,307. In 1901 the total shipments reached 71,235,640 feet, valued at \$734,429. The local sales in Beaumont have amounted to 27,500,000 feet, valued at \$364,000. In addition to these there were sales of shingles, doors, blinds and sashes to the value of \$34,000.

The rice growing industry in Texas and Louisiana, as a commercial factor, is of very recent origin, in fact, is less than ten years old. Much of the land formerly thought fit for pasturage only is now devoted to this crop. A most elaborate system of irrigating canals, more than 150 miles in length, has been built to promote the cultivation of rice, and in 1900 25,000 acres had been brought under cultivation. Since then this acreage has been more than doubled. The total investment in lands, canals, wells and rice mills is estimated at \$4,000,000, of which \$300,000 is in rice mills. The mills in Beaumont handle about 275,000 barrels per season, or 4,100 barrels per day. The crop of Jefferson county is about 700,000 sacks, valued at \$1,250,000.

To mention Beaumont without mentioning oil would be considered the rankest form of treason in that neck of the woods, though it would have been a prosperous town had oil never been discovered in its vicinity, because





A PUMPING PLANT FOR IRRIGATING RICE LAND AT LAKE CHARLES, LA.

of its manifold resources. Oil in unknown quantities was known to exist for a number of years. Some efforts, with inadequate machinery, were made ten years ago to develop it, but failed, because the machinery was too weak to reach the proper depth. The first suitable machinery was brought to Beaumont in May, 1900, and the greatest oil well in the world was opened January 10, 1901. Since then the developments in the Beaumont-Port Arthur oil field have been marvelous.

It was only a year ago since the great Lucas gusher spurted its 70,000 barrels of oil per day into the air to a height of 200 feet. On January 1, 1902, there were finished and in operation one hundred and forty-five oil wells, each capable of yielding daily from 20,000 to 50,000 barrels of crude oil. The total number of producing wells, abandoned dusters and dry wells on January 1, 1902, was 212, which had been bored at a cost of \$1,574,948. For the handling and marketing of the oil obtained a great expenditure for supplemental improvements became necessary. The total expense up to January 1, 1902, has been carefully estimated as follows:

Abandoned holes and dry wells, 28; cost.....	\$ 437,108
Completed iron oil tanks, 2,825,800 bbl.; cost.....	706,450
Iron oil tanks under construction, 904,500 bbls.; cost.....	112,000
Earthen reservoirs, 190,000 bbls.; cost.....	13,750
Loading racks, 161 cars; cost .....	13,250
Pipe lines to Port Arthur, Sabine Pass, etc., 125 miles; cost.....	550,200
Producing wells, Jan. 1, 1902, 138; cost .....	1,025,202
Wells in process of drilling, 46; cost.....	184,000
Pumping stations, 9; cost .....	77,000
Refineries, 3; cost .....	565,000
Rotary drilling outfits, 84; cost.....	294,000
Tank cars owned by oil companies, 475; cost.....	380,000
Wooden tanks, 33,150 bbls.; cost.....	12,425

Total .....\$4,370,385

The total number of barrels and cars of oil shipped from Beaumont up to December 31st, 1901, was:

Up to November .....	4,369 cars.	676,195 barrels.
November, 1901. ....	2,227 cars.	351,983 barrels.
December, 1901 .....	3,050 cars.	474,790 barrels.
Total output December 31, 1901.....	9,646 cars.	1,502,968 barrels.
Local consumption .....		90,000 barrels.

The waste from wild wells is estimated at 1,100,000 barrels. The Lucas gusher alone wasted 700,000 barrels in the first ten days, before it could be brought under control. The quantity in storage at Port Arthur and Sabine Pass is about 2,400,000 barrels. This would make the total output of the field 5,092,968 barrels. Ordinarily, 155 barrels are reckoned to the car. There are now three pipe lines to Port Arthur and Sabine Pass, one complete refinery at Port Arthur, one under construction, and ground purchased for two more. The existing tankage will accommodate 2,500,000 barrels, and on June 1, 1902, double that quantity can be taken care of.

## THE NEW PORT OF ENTRY, PORT ARTHUR, TEX.

Port Arthur, the terminus of the Kansas City Southern Railway, in the extreme southeast corner of Texas, within seven miles of the open sea, is a seaport unsurpassed for safety any where in the world, and can be easily enlarged for business purposes as occasion may require. Its shipping facilities have been arranged on a very extensive scale, embracing many miles of railway sidings, a grain elevator of 500,000 bushels capacity, eight slips for the landing of ships, lumber wharves capable of handling 10,000,000 feet of lumber and immense general warehouses for the temporary storage of the vast stores of grain, cotton and merchandise that come from the plains of Kansas, Oklahoma and Texas, and the hills of Missouri and Arkansas. The great canal connecting Port Arthur with the deep water of the Gulf of Mexico will admit ships drawing twenty-five feet of water to the wharves at Port Arthur, at all times of the year and provide them with the safest anchorage in the world. The products of the country can be loaded direct from the railroad trains into the ships, and lighters are unnecessary for discharging cargoes. Port Arthur is the terminus of the shortest and most direct railroad from the granary of the nation, and the greatest meat producing region in the world to tidewater, the Kansas City Southern Railway. Lumber, wool, cotton, rice and sugar are produced in great quantity on its line and have their outlet to the sea by way of Port Arthur.

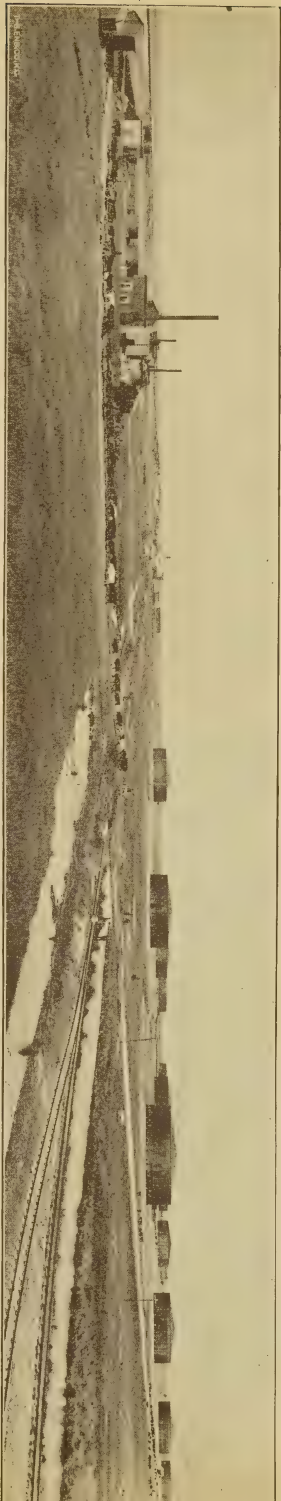
It was a prosperous little port before oil was discovered near Beaumont, about a year ago, but since then it has gone forward with a bound. Its population has more than doubled, and the investments made in industrial enterprises have run into the millions of dollars. The present population is about 4,000 and is daily increasing. Forty new residences have been completed and one hundred more have recently been contracted for, the amount invested being nearly \$200,000. The town has two banks with a capital of \$100,000; one rice mill erected at a cost of \$75,000; in construction, an ice plant costing \$40,000; five new brick business houses, costing \$15,000; a suburban street car system, connecting Port Arthur and Beaumont; two newspapers; one public and one high school; ten manufacturing establishments, with \$2,000,000 capital, 1,000 employees, and paying annually \$700,000 in wages; retail commercial houses with stocks valued at \$75,000; new brick yards, capable of turning out 50,000 bricks per day; five oil refineries completed and in construction, employing when completed between 2,000 and 3,000 persons, and new enterprises coming in almost daily. The quantity of rice and lumber handled has been enormous; the quantity of cotton handled and exported amounted to 100,000 bales, worth \$500,000. Many of the greatest oil companies in the Beaumont field have made Port Arthur their headquarters and transact their business from this point. The quantity of oil storage already provided for amounts to 2½ million barrels, and is being daily increased. The transfers in town lots in 1901 were 719 and valued at \$1,905,064.

Port Arthur, in common with other cities in the coast region, is greatly interested in the cultivation and handling of rice, and each year brings an increased acreage and a larger yield. The Port Arthur rice mill has had a





THE BEAUMONT-PORT ARTHUR OIL FIELD.



J. M. GUFFEY PETROLEUM CO.'S REFINERY NO. 1, AND TANKAGE—PORT ARTHUR, TEX.



J. M. GUFFEY PETROLEUM CO.'S REFINERY NO. 2, AND TANKAGE—PORT ARTHUR, TEX.

Photo by Frost,  
Port Arthur, Tex.

profitable and successful run. The Port Arthur Rice Company has increased the capacity of its pumping plant from 70,000 gallons per minute to 150,000 gallons per minute. The irrigation canals heretofore sufficient to water 7,000 acres of rice will be at once enlarged and extended so as to bring 15,000 acres under rice tillage.

Port Arthur was formerly a sub-port, subject to the jurisdiction of Galveston. The vast increase in traffic, resultant from the development of the oil fields, has prompted the U. S. Treasury Department to form a new revenue district, with Port Arthur as port of entry. The Rivers and Harbors Committee of Congress has allowed the sum of \$150,000 for repairs in the Sabine Pass Jetties and for dredging, this in addition to another appropriation for the regular jetty work. The depth of the Sabine Pass Channel is now twenty-five feet, the ship canal to Port Arthur having the same depth. Both are to be deepened to thirty feet within the present year, so as to admit the largest of ocean vessels. Taylor's Bayou, at the head of the canal, will be provided with wharves by the Guffey Petroleum Company, and likewise deepened to thirty feet.

The exports and imports of Port Arthur and Sabine Pass for the year 1901 have been as follows:

	Vessels.	Tons.	Value.
Exports; foreign and coastwise.....	109	75,019	\$2,982,286
Imports, foreign and coastwise.....	6	3,331	111,981
Total ....	115	78,350	\$3,094,267

From Port Arthur, February 4th to December 6th, 1900:

	Tons.	Value.
Export tonnage ....	91,147	\$7,345,169
Import tonnage ....	34,731	2,470,937
Total....	125,878	\$9,816,106

#### RECAPITULATION.

	Tons.	Value.
Exports and imports to December 6, 1900.....	125,878	\$9,816,106
Exports and imports for the year 1901.....	78,350	3,094,267
Total ....	204,228	\$12,910,373

Value of lumber shipped, 1901.....	\$ 286,460
Value of oil shipped, 1901.....	161,550
Value of cargoes cotton, wheat, etc., 1901.....	2,603,146

The exports in each month of 1902 exceed those of any previous entire year and the prospective shipping of Port Arthur is enormous, beyond computation in fact. The Guffey Petroleum Company alone will export from 600,000 to 1,000,000 tons of freight per annum, and has established great storage tanks at Mobile, Tampa, New Orleans and other points. The Shell Transportation Company has an oil storage capacity of 400,000 tons in London. What amount of freight the five or six other refineries will ship from Port Arthur is at present a matter of conjecture.

Another very important enterprise undertaken by the national government is the construction of the coastwise canal. This canal will extend from the Atchafalaya river in Louisiana to Corpus Christi in Texas, and when completed will have a length of 1,300 miles. Under the government estimates 100 miles of dredging will connect all the bays and rivers between the two points named and provide inland navigation for light draft vessels. About 15,292,615 cubic yards of earth will have to be moved, and it is estimated that the cost will be \$1,579,201. This canal will connect Port Arthur with all the seacoast towns and navigable rivers in Texas and Louisiana.



### THE PORT ARTHUR OIL INDUSTRIES.

It was a lucky thing for Beaumont that it had close by a deep sea harbor which could be visited by ships or ordinary tonnage and draught, and it was a very lucky thing for Port Arthur to be situated within fourteen miles of the greatest oil producing region on earth. The vast production of oil must be marketed, and transportation by water is the cheapest transportation known. The importance of this was quickly realized by the various oil companies, who at once selected Port Arthur as the proper point for the storage, manufacture and export of their product.

The first move in this direction was the laying of three pipe lines for oil to Port Arthur, with several more in course of construction, then the erection of a vast system of tankage, and then the erection of refineries and other establishments for the manufacture of illuminating, lubricating oils, and the very many valuable by-products.

The J. M. Guffey Petroleum Company acquired by purchase in one body 340 acres of land situated on Taylor Bayou, and at the head of the ship canal. Their oil tankage already erected and in the course of construction will require an outlay of more than \$1,000,000. In addition, they erected one refinery, capable of working up 15,000 barrels of crude petroleum per day, then they doubled its capacity, and are now constructing an additional mammoth refinery, which will work up 55,000 barrels per day, making a total output of the two plants of 85,000 barrels per day. About \$1,500,000 is being expended in the construction of these two refineries, which will employ from 1,500 to 2,000 men when completed. The accessories to their vast undertaking are the erection of tin shops capable of turning out 5,000 cans per day, box factories, barrel works, machine shops, warehouses and wharves.

The Central Asphalt and Refining Co. have acquired a tract of land at Griggsby Bluff, some six miles above Port Arthur, and are now engaged in the construction of extensive works for the manufacture of asphalt, paint, illuminating, lubricating oils, and other products of Beaumont oil. The works under construction will cost \$300,000, and when completed will employ 300 to 400 men.



RICE SACKED IN PORT ARTHUR RICE MILL WAREHOUSE.

The Texas Fuel Oil Company has purchased 240 acres of land at Port Arthur and will begin at once with the construction of a system of storage tanks and large refinery. The outlay for these works will be \$1,000,000.

The Producers' Oil Co., a new corporation, has selected Port Arthur for its business headquarters, and will erect at once a very large system of oil tanks.

The Sun Oil Co. is erecting a large system of oil storage tanks at Nederland, a few miles above Port Arthur, to which point it is constructing a pipe line and where it will build a large refinery.

Ten of the oil companies at Beaumont have combined to build a new pipe line to Port Arthur and have purchased the necessary lands there on which they will erect a refinery estimated to cost \$500,000.

## JEFFERSON COUNTY, TEXAS.

This county constitutes the southeastern corner of the state of Texas. It is bounded on the south by the Gulf of Mexico, on the east by Sabine Lake, Sabine Pass and Neches river, on the north by Hardin, and on the west by Liberty and Chambers counties. Beaumont, the county seat, is thirty-five miles north of the gulf, and is connected with graded roads and iron bridges with other towns in adjoining counties. Port Arthur is in the eastern part, on the west bank of Sabine Lake and is the terminus of the Kansas City Southern Railway. Vessels drawing 24 feet of water can readily reach the wharves at Port Arthur and receive their consignment of lumber, cotton, grain, oil or merchandise. The area of the county is 1,009 square miles. The annual rainfall varies between 45 and 59 inches, and is well distributed. The summer temperature seldom rises above 95 degrees, and never over 100 degrees in mid-summer, and rarely falls below 20 degrees above zero in winter. The nights are invariably cool, and sunstroke is practically an unknown disease. The gulf breezes, incessantly passing over the prairies, keep the summers cool, and the forests to the north have the effect of breaking the force of the north winds during the winter months. The net result is an ideal location for health and pleasure, to say nothing of the pleasure of boating, hunting and fishing. The salt air is said to be beneficial in catarrh and throat troubles, but it is not recommended as beneficial to consumptives. The most common disorders along the coast are biliousness and resultant diseases, but these are readily avoided with proper care and diet.

The surface of the county is smooth rather than undulating, though the latter would apply to the northern part, where there is an extensive forest growth. A strip of almost level prairie land about fifty miles wide skirts the gulf coast. This strip is known as the Gulf Plains, and is almost entirely devoid of timber of any kind. Where not in cultivation, it is covered with a luxuriant growth of grasses, which afford fine pasturage for large numbers of cattle and horses. About ten years ago it was discovered that these prairies were exceptionally well adapted for the cultivation of rice, and an enormous acreage is now devoted to this purpose. The soil of these prairies is of two distinct kinds—sandy loam on the ridges or low divides; and heavy clay soil between. Both are black and good, and have a deep clay subsoil, beneath which is a water-bearing sand. The sandy land produces a wonderful growth of fruit trees, sweet potatoes, etc., but needs fertilizing for corn and Irish potatoes. The heavier land, when properly drained, produces corn, oats, sugar cane, cotton, rice and other crops without the use of fertilizers. With proper rotation of crops no artificial fertilizers are needed on any of the prairie lands. For commercial truck growing more or less fertilizing is necessary, as everywhere else.

North of the coast prairies are small motts of timber and the heavy forests. The country along the Neches river is more or less densely covered with all varieties of oak (except live oak), hickory, ash, cypress, pine and many other kinds of valuable timber. The great Louisiana pinery, a vast pine forest extending northward from Beaumont for a distance of 130 miles, reaches within ten miles of that city. The pine lands are not considered equal in fertility to the prairie lands, but in point of productiveness are as good as similar lands sold for high prices in Alabama, Mississippi and other states. Scattered through the forests are areas of land which are as good as the best of the open prairie lands.

As in the adjoining counties, rice is the predominating crop in Jefferson county, which is likewise provided with an elaborate system of irrigation



canals. Rice is so easily grown and yields such handsome profits that where ever the proper conditions can be found for the cultivation, it is the preferred crop. An abundance of water from either a permanent stream or from a deep well is essential. Some 50,000 acres or more are now devoted to this crop, and new canals and new lands are brought constantly under cultivation. Corn, oats, sugar cane, cotton yield well and are extensively grown. Truck growing can be carried on profitably in almost any part of the country. Fruits and vegetables mature much earlier than almost anywhere in the United States, except Southern California and Florida, and vegetable crops are ordinarily grown during the winter. Of fruits, peaches, pears and plums of the Oriental varieties yield handsome results. Grapes, strawberries, dewberries and blackberries are profitably grown. Figs yield a certain crop and pecans are indigenous. Fruit trees grow rapidly and bear when very young; peaches at one and two years old; plums and oranges at two and three years; pears at four years and pecans at eight and ten years. The cultivated pecan is of the large paper shell variety. The hardy satsuma orange and the tangerine orange are believed to be safe against unusually severe winters, but the other varieties are considered too delicate.

Lumbering and the pursuits of agricultural industries and stock raising have been the principal sources of income for a number of years past. The discovery of fuel oil in boundless quantity near the city of Beaumont has brought about a tremendous change in population, property values and conditions previously obtaining there. The condition of the county on January 1, 1901, is shown in the assessor's report of that year, but will give no idea of the conditions prevailing six months thereafter.

Jefferson county has an area of 650,000 acres and contains seven towns and villages. The census of 1900 gives it 14,239 inhabitants, who quadrupled in number since then. There are 164 miles of telegraph and telephone lines, and 117½ miles of railway in the county. The railways traversing the county are the Gulf, Beaumont & Kansas City, the Gulf & Interstate, the Kansas City Southern and Southern Pacific Railway. Navigable waterways are numerous, the most important being Sabine river, Neches river, Sabine Lake, Sabine Pass, Port Arthur canal and Taylor's Bayou. The school population January, 1901, was 2,538, housed in 22 schools, in which 50 teachers were employed. The indebtedness of the county is \$140,000, and the rate of taxation is 99.23 cents on the hundred dollars valuation. The taxable values on January 1, 1901, were \$7,706,770 in real estate and \$2,535,250 in personal property. The live stock in the county consisted of 4,799 horses, valued at \$91,745; mules, jacks and jennets valued at \$184,875; 24,028 head of cattle, valued at \$184,870; 410 head of sheep, valued at \$500, and 547 hogs, valued at \$1,000.



THIS MINE HAS PRODUCED \$1,000,000 FROM LESS THAN ONE ACRE OF GROUND, AND IS STILL PRODUCING.

## LEAD AND ZINC AND JOPLIN.

Everybody and the rest of mankind has heard something of Joplin and of its treasures in zinc and lead. To those who have not been there the word "Joplin" means simply a big shipping point for mineral, somewhere in Missouri. To those familiar with mining matters "Joplin" means much more. It means the Mining District—a locality, containing several cities, numerous mining camps and a great number of mines, all of which are engaged in producing lead and zinc. The city of Joplin is the financial, commercial and industrial center of this mining district, but in addition to the fifty or more mines at Joplin producing in 1901 134,464,370 pounds of zinc and 24,454,890 pounds of lead, worth together \$2,361,730, there are Webb City with 27,482,820 pounds of zinc and 1,680,950 pounds of lead, worth \$362,762; Aurora, with zinc and lead worth \$454,752; Zincite, with an output of \$260,514; Neck City and Alba, with \$204,473; Carl Junction, with \$193,807; Roaring Springs, \$87,119; Seneca, \$9,792; Badger, \$41,872; Cartersville, \$1,467,950; Orongo, \$447,223; Granby, \$184,816; Central City, \$97,202; Carthage, \$113,959; Cave Springs, \$114,092; Spurgeon and Spring City, \$190,185; Duenweg, \$170,521; Oak Grove, \$12,923; Galena, \$1,060,010; Stotts City, \$32,464; Springfield, \$6,075; Wentworth, \$28,357, and Sherwood, \$26,512. Total product and value for 1901: Zinc, 516,612,270 pounds; lead, 70,254,520 pounds; total value, \$7,971,651. During the last eleven years the value of the mineral output of the Joplin district has been as follows: 1891, \$3,840,480; 1892, \$4,580,787; 1893, \$3,317,632; 1894, \$3,535,736; 1895, \$3,775,929; 1896, \$3,857,355; 1897, \$4,726,302; 1898, \$7,119,867; 1899, \$10,715,307; 1900, \$7,992,105; 1901, \$7,971,651. The total number of mines and diggings actually in operation are unknown to the writer, but one hundred and forty-one are listed as actually selling ores. The value of the total output for the past eleven years has been \$61,433,451.

The semi-public institutions of Joplin are: Twenty-six churches; six banks, with \$345,000 capital, \$225,000 surplus and \$2,000,000 deposits; electric street car lines, five clubs, two hospitals, three charitable organizations, one theater. The manufacturing establishments consist of two breweries, four foundries and machine shops, one brass works, two round houses, eight cigar factories, one flour mill, 350 barrels capacity, one white

lead factory, three ice and cold storage plants, two bottling works, three sash, door and planing mills, one brickyard, 25,000 daily capacity, two electric light plants, two telephone systems, one gas works, one city water works, ninety-four mining companies, two lead smelters, three hundred and thirty-seven concentrating mills, and three hundred and eighty-four hand jig plants.

The mercantile lines are represented in 375 business houses, among which are 3 wholesale grocers, 3 wholesale flour and feed dealers, 86 grocers, 36 drug stores, 5 general merchants, 26 boot and shoe dealers, 12 clothing houses, 10 wholesale lumber dealers, etc., etc., etc.

The city's annual pay roll is distributed as follows: Five thousand seven hundred and twenty men, engaged in mining, \$4,118,022; 220 railroad employees, \$158,000; 200 employes Picher Lead Co., \$144,000; 175 employes machine shops and foundries, \$126,000; 50 men, flour and planing mills, \$36,000; 400 miscellaneous employes, \$288,000; 935 clerks in business houses, \$559,000. Total number of employes, 7,720; salaries paid, \$5,389,000.

The municipal improvements consist of thirty miles of paved streets; 95 miles of water mains; 17 miles of gas mains; commodious public buildings; 14 school buildings, costing \$240,000, with an attendance of 5,079 children and 107 teachers, whose annual pay roll is \$30,000. The valuation of property within the city is \$2,376,000; annual receipts, \$81,000, and expenditures, \$77,000.

Value of new buildings erected in Joplin, 1901, \$1,400,000; postoffice receipts, \$41,000; rents or royalties from producing mining properties, \$1,575,000. New enterprises: Ozark Zinc Oxide plant, nearly completed; a large smelter, barrel factory, color works, paint works; government building, costing \$100,000; library building, costing \$40,000; a large brewery.

Joplin's estimated population is now 29,000 and the census of 1900 shows an increase of 172 per cent.

The leading cities and towns in the Joplin mining district are connected by a perfected system of electric lines, 34 miles in length. Joplin has three railroads—the Kansas City Southern, the St. Louis & San Francisco and the Missouri Pacific Railways.





THE PIASSA MINE, NEAR GALENA, KANS.

### THE ANTIMONY, LEAD, ZINC AND COPPER ORES OF THE GILLHAM DISTRICT IN SOUTHWESTERN ARKANSAS.

The Gillham mining district lies in Sevier, Howard and Polk counties, Arkansas, near the Indian Territory line. As a mining district the region is yet in its infancy, but it has a vast abundance of mineral resource on which it can draw for its ultimate development. Lead, zinc and antimony occur in true fissure veins, and iron, coal and manganese are very abundant. The veins are traceable for miles across country in an easterly and westerly direction. The most significant fact shown by the development work done heretofore is that the deeper the workings have gone, the wider, larger and richer are the veins of the ores. In practical mining these ore bodies present the great advantage of being always in sight and of being worked mine fashion and in a systematic way. It is practicable, after sinking a shaft, a winze and two drifts, to calculate to a ton how much ore there is in the mine. Some of the lead and zinc lodes in the district have veins as thick as twenty-three feet. In dealing with a continuous body of ore of known dimensions and value, it is readily apparent that such mining propositions can be more intelligently and economically worked than such as are of uncertain quantity as found elsewhere.

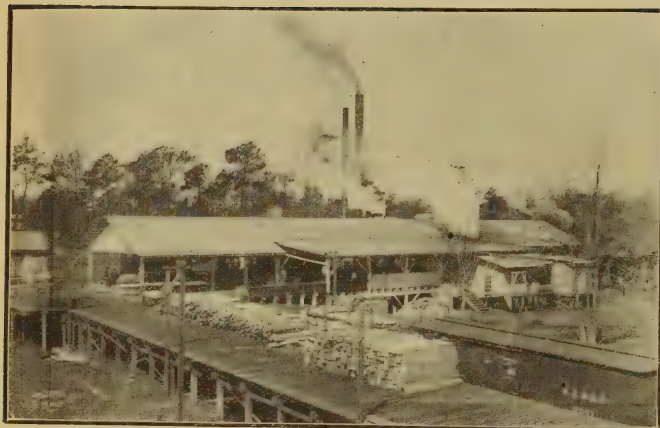
The development of this region has only been begun within the past three or four years, but at the present time there is considerable mining activity, as shown by the workings of the North American Ore and Metal Company, the Southern Zinc and Copper Mining Company, the Star Antimony Company and several others. Nearly all the companies operating in the district have full complements of mining machinery, such as air drills, hoisting engines, steam jiggs, rock breakers and crushers, tramways, concentrating mills, etc., etc.

The mines now in operation produce zinc ores carrying from 10 to 25 per cent metal, lead ores 2 to 5 per cent, copper 2 to 8 per cent, antimony 30 to 60 per cent. Most of these ores carry some gold and silver and the attendant conditions are very favorable to economical mining. Fuel and living are cheap. Zinc can be mined, milled and freighted to the railroad, at \$8 per ton, there being an additional profit in the lead, silver and copper also extracted.

Some of the largest deposits of antimony in the United States are found in this district. It is extensively used in making babbitt metal, type metal, britannia metal, in manufacturing glass, paint, medicine and miscellaneous goods and is worth about \$120 per ton. The mines in this district, as far as developed, produce from five to ten tons of milled antimony ore per day.

### THE CITY OF LAKE CHARLES, LA.

This thriving little city is situated on the east bank of the Lake Charles, one of the most beautiful sheets of water in the state of Louisiana. The Lake Charles is a widening of Calcasieu river, which narrows again below the city, and continues on its way to the Gulf. The city has about 10,000 inhabitants, increasing at the rate of about 2,000 a year. It is the parish seat of Calcasieu Parish, and the commercial center of a large scope of country devoted to the manufacture of lumber and the cultivation of rice, sugar cane and other crops. Its lumber industry is enormous, the annual products of the mills at Lake Charles and in the vicinity being about 60,000,000 feet, to which should be added the great output of the shingle mills.



**MOUNT HOPE SAW MILL, LAKE CHARLES, LA.**

In the immediate vicinity of Lake Charles is a network of irrigating canals, used in the cultivation of rice, and of these the Houston River canal, the Farmers' canal, the Kinder canal, Drew Plantation, Lake canal, Bunker Hill canal, Perkins canal, Black Bayou canal are perhaps the most important. A large area of rice land, probably 5,000 acres, is watered from deep wells. The product of the lands under the canals above mentioned is given at 300,000 sacks of rice, valued at over one million dollars. The product of Calcasieu Parish is given at 800,000 barrels, and is valued at \$2,500,000.

Lake Charles turns out daily 650,000 feet of lumber and 320,000 shingles. The industrial and commercial enterprises consist of nine sawmills, several shingle mills, one sugar refinery, several rice mills, among them the largest in America, car shops, several extensive brick and tile works, two ice plants, electric lights, street railways, city water works, the water from artesian wells, three banks, four newspapers and numerous business houses, many of which do a wholesale and jobbing business. The city has a board of trade and a public library. The postal business for 1901 amounted to \$15,908, and the daily deposits in the banks in 1902 amount to \$1,486,000. Costly and numerous improvements have been made in the construction of new business blocks and elegant private residences. The five public schools in the

Immediately north of the city is the southern extremity of the great Louisiana pine forest, extending thence northward for a distance of about one hundred and fifty miles. To the east of the city is a vast extent of open prairie country covered with plantations of sugar cane and hundreds of rice farms and cotton and corn fields; to the south are the salt marshes of the gulf coast, affording ample pasture ground for thousands of head of cattle.



**LAKE CHARLES RICE MILL.**



city are considered to be among the best in the state. The settlement of the country surrounding the city is going on rapidly. During 1901 6,286 real estate transfers were recorded on the parish records, most of which related to farm lands.

The attractions of Lake Charles and the surrounding country, to the intending settler, are more in the possibilities of further developments of its resources than in what has already been done. Its agricultural resources are capable of indefinite development. Its forest resources will last for many years to come. Vast sulphur deposits are now being extensively worked and fuel oil is known to be abundant.

There are unusual advantages for the establishment of manufactures of various kinds. Fuel, water, raw material and transportation are convenient and cheap.

In the matter of transportation, Lake Charles is well provided. All the streams are deep and navigable and the city is easily reached from all inland points. The railway facilities are good, and consist of the Southern Pacific Railway, the Kansas City, Watkins & Gulf Railway and the Kansas City Southern Railway, which furnishes direct connections to Kansas City and all points north, east and west.



LOG JAM IN THE BAYOU, LAKE CHARLES, LA.

## FRUIT, TRUCK, AND POULTRY RAISING ALONG THE K. C. S. RY.

The fruit and truck growing industry on the line of the Kansas City Southern Railway is a very young enterprise compared with that of the older railway lines traversing Western Missouri, Arkansas and Louisiana. The country traversed by the Kansas City Southern Ry. has not nearly the population it can sustain, and there is room for sundry millions more, but that those who are there are doing something can be seen in the facts and figures given below. The general field crops are profitably grown all along the line. In the following articles it is intended to show only the side crops and special branches of farming operations.

### FRUITS.

The apple crop of Missouri for 1901 is estimated by those familiar with the handling of fruits to be 3,000,000 barrels, worth at \$2.00 per barrel \$6,000,000. The peach and berry crop was worth \$3,000,000 more, and the poultry products are figured at \$18,000,000. The Arkansas fruit crop is not a small one either, and very nearly approaches that of Missouri. Most of these fruit crops were produced in the Ozark Mountain region, which covers a considerable part of the two states named. The preferred fruits of this region are the apple, peach, grape, blackberry, raspberry, strawberry, pear, native and foreign plum, and cherries, and of these the apple, peach and strawberry are the principal money makers.

Along the line of the Kansas City Southern Railway there is a large and constantly increasing production. Due effort was made by Current Events to secure a reasonably accurate record of the fruit, truck and poultry produced along the line. A complete record was unobtainable, but enough information has been gathered to give some idea of the magnitude of these interests.

#### THE APPLE CROP, CARLOADS.

Produced and sold in Benton county, Arkansas, including Garfield, 30 c. l.; Avoca, 121; Rogers, 430; Lowell, 95; Gravette, 90; Gentry, 207; Decatur, 45; Siloam Springs, 233; Bentonville, 565; Centerton, 248; Hiawassee, 37, and other stations, 224 c. l. ....	2,325
Produced and sold at Missouri points, Noel, 5 carloads; Amoret, 6; Anderson, 21; Goodman, 14; Richards, 24; Hume, 6; Joplin, 3 carloads .....	81
Stilwell, I. T. ....	10

Total carloads ..... 2,416

483,200 barrels at \$2.00 per barrel, value.....\$966,400

A considerable part of this crop was evaporated and converted into cider, but they are all figured in as green apples. About 50 evaporators were at work in Northern Arkansas during the season.

#### THE PEACH CROP.

Grown and sold at Arkansas points, crates, Decatur, 300; Gentry, 2,500; Gravette, 1,700; Sulphur Springs, 500; Siloam Springs, 6,000; Ashdown, 50; De Queen, 500; Winthrop, 45; Janssen, 300; Fort Smith, 100,000 .....	Crates, 111,895
Grown at Missouri points, crates, Lisle, 12; Amoret, 100; Anderson, 40; Goodman, 14,481 .....	14,633
Grown in Indian Territory, crates, Spiro, 500; Sallisaw, 930 .....	1,430

Total ..... 127,958

Value at 60 cents per crate .....\$76,774.80

#### THE STRAWBERRY CROP.

Grown and sold at Arkansas points, crates, Decatur, 7,368; Gentry, 2,000; Gravette, 2,640; Sulphur Springs, 3,000; Siloam Springs, 5,000; Fort Smith, 120,000; Janssen, 1,000; Ashdown, 300; De Queen, 300 .....	Crates 141,608
Grown in Missouri, crates, Anderson, 182; Goodman, 137; Neosho, 10,738 .....	11,037
Grown in Indian Territory, crates, Redland, 350; Sallisaw, 29,236 .....	29,586

Total ..... 182,251

Value at \$1.00 .....\$182,251



## CURRENT EVENTS.

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## POTATOES.

Grown at Spiro, I. T., 165 carloads; Redland, I. T., 11; Salisaw, I. T., 8; Neosho, Mo., 1 .....	185
Grown at Ft. Smith, Ark., 1,200 carloads; DeQueen, Ark., 100; Ashdown, Ark., 20 .....	1,320
Total, carloads .....	1,505
Average value at \$400 per car .....	\$602,000

## CABBAGE.

Sallisaw, I. T., 2 carloads; Fort Smith, Ark., 35 .....	37
Value at \$15.00 per ton .....	\$5,550

## MELONS, CUCUMBERS AND CANTALOUPE.

Sallisaw, I. T., watermelons, carloads, 2; value .....	\$200.00
DeQueen, Ark., 6,120 crates; Ashdown, Ark., 150 crates; carloads .....	15%
Value at \$400 per car .....	\$6,300

## SPINACH AND MIXED TRUCK.

Fort Smith, Ark., 25 carloads; DeQueen, Mena, Neosho and other points, 25 carloads .....	50
Value at \$300 per car .....	\$15,000

## TOTALS.

Potatoes .....	1,505	carloads, value, \$602,000
Cabbage .....	37	carloads, value, 5,550
Melons, cucumbers and cantaloupes .....	17%	carloads, value, 6,500
Mixed truck .....	50	carloads, value, 15,000
	1,599%	carloads, \$629,050

## CHICKENS.

Shipments from towns in Missouri, Neosho, 9,025 doz.; Amoret, 2,500; Anderson, 220; Goodman, 166; Hume, 2,357; Asbury, 44; Amsterdam, 96; Lisle, 1,166 doz. ....	15,574
Shipments from Indian Territory, Salisaw, 748 doz.; Spiro, 11 .....	759
Shipments from Arkansas, Sulphur Springs, 300 doz.; Siloam Springs, 19,413; Gravette, 2,964; Gentry, 1,000; Decatur, 55; Ravanna, 624 ..	24,356
Shipments from Louisiana, Many, 300 doz.; Benson, 50; Mansfield, 32 ..	382
Total .....	Dozen 41,071
1,971,408 lbs. of chickens at 5½c .....	\$108,427.44

## TURKEYS.

Shipments from Missouri points, Amoret, 2,000; Anderson, 100; Asbury, 400; Lisle, 200 .....	2,700
Shipments from Arkansas, Sulphur Springs, 100; Gentry, 480; Decatur, 2,000 .....	2,580
Shipments from Louisiana, Frierson, 60 .....	60
Total .....	5,340
Value at \$1.00 each .....	\$5,340.00

## EGGS.

Shipped from points in Missouri, cases of 30 dozen each, Cleveland, 548 cases; Goodman, 474; Amoret, 1,453; Hume, 442; Anderson, 848; Amsterdam, 1,147; Asbury, 300; Lisle, 800; Neosho, 3,328 ..	9,340
Shipped from points in Arkansas, cases of 30 dozen each, Sulphur Springs, 350; Gravette, 7,266; Gentry, 1,000; Decatur, 500; Ravanna, 10; Siloam Springs, 83,200 cases .....	92,276
Shipped from Indian Territory, cases of 30 dozen each, Spiro, 500; Sallisaw, 312 .....	812
Shipped from Louisiana points, cases of 30 dozen each, Many, 350; Benson, 40; Mansfield, 46 .....	436

Total .....	Cases 102,864
Value at \$3.75 per case, or 12½c per doz. ....	\$385,740

The egg receipts in the Kansas City market during 1901 were 512,721 cases, or 15,381,630 dozen, worth at 12½ cents, \$1,924,703.75.

## RECAPITULATION.

Apple crop, 1901, 483,200 bbs.; value .....	\$966,400.00
Peach crop, 1901, 127,958 crates; value .....	76,774.80
Strawberry crop, 1901, 182,570 crates; value .....	182,251.00

Commercial truck, 1901, 1,600 carloads; value.....	629,050.00
Chickens, 1901, 41,071 dozen; value.....	108,427.44
Turkeys, 1901, 5,340; value.....	5,340.00
Eggs, 1901, 102,864 cases; value.....	385,740.00

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\$2,353,983.24

The animal products from the farms along the line consist of horses, cattle, hogs and wool, in the following quantities:

Cattle, 44,880 head, valued at \$1,122,000.  
Horses and mules, 1,520 head.  
Sheep, 18 carloads, or 5,400 head.  
Hogs, 114,600 head, valued at \$916,800.  
Wool, 212,145 lbs., at 10 cents, \$2,121.45.

#### THE EAST TEXAS FRUIT AND TRUCK INDUSTRY.

A vast truck industry has developed in the redland counties of Eastern Texas and also along the Texas gulf coast. Most of this is along the older lines of railway, but it is now rapidly developing on the Kansas City Southern Railway at quite a number of places.

The American Refrigerator Transit Company, in handling the product of East Texas, used 268 carloads of ice and paid out for ice \$16,000; for lumber, \$6,800; and for labor in handling the crop, \$8,000.

The shipments in carload lots are given as follows: Arp, Tex., 35 C. L. tomatoes, 2 C. L. peaches; Bullard, 22 C. L. peaches; Barstow, 14 C. L. cantaloupes; Craft, 94 cars tomatoes, 17 cars peaches; Chandler, 2 cars peaches; Dialville, 59 cars tomatoes; Elberta, 6 cars peaches; Flint, 9 cars tomatoes; Doddson Spur, 7 cars tomatoes; Jacksonville, 17 cars tomatoes, 126 cars peaches; Lindale, 14 cars strawberries, 32 cars of peaches; League City, 4 cars cucumbers; La Marque, 7 cars cucumbers; Mount Selman, 11 cars tomatoes, 22 cars peaches; Palestine, 9 cars tomatoes and cantaloupes; Rusk, 26 cars peaches; Swan, 6 cars strawberries, 7 cars peaches; Sulphur Springs, 3 cars tomatoes and cantaloupes; Shreveport, 9 cars tomatoes; 1 car cabbage; Tyler, 27 cars tomatoes, 14 cars strawberries, 21 cars peaches.

Totals, 1901: Strawberries, 34 cars; cantaloupes, 14 cars; cucumbers, 11 cars; tomatoes, 275 cars; peaches, 275 cars. Total, 607 cars.

Total number of packages: Peaches, 245,700 crates; tomatoes, 247,500 crates; cantaloupes, 7,000 crates; cucumbers, 4,000 crates; strawberries, 17,136 crates; over half a million crates from fifteen railway stations. Nearly every car sold for cash on the track. Peaches averaged 70c per crate, \$181,900 for 245,700 crates; tomatoes, 80 cents per crate, \$220,000.

Great quantities are shipped by express and of them there is no record. The money value of these crops is approximately: Tomatoes and Irish potatoes, \$200 per acre; cantaloupes, \$50 per acre; strawberries, \$150 per acre; blackberries, \$150 to \$300; grapes, \$150 to \$300; pears, \$100 to \$250; plums, \$100 to \$250; peaches about \$100 to \$150.

Along the line of the Kansas City Southern Railway in Arkansas, Louisiana and Texas a great interest has been taken in this direction, and truck growers societies have formed at many stations. Reports of their operations are as follows:

Ravanna, Ark. A new point for truck growing. For 1902—75 to 80 acres in potatoes, 15 to 20 in tomatoes and 15 to 20 acres in cantaloupes.

Ashdown, Ark., shipped out 10 C. L. potatoes in 1901 at 75c per bushel. A large increase in acreage for 1902.

Wilton, Ark., shipped about 3 C. L. potatoes; acreage increased for 1902.

DeQueen, Ark., shipped cantaloupes at a good profit in 1901. Will have in 1902 in cantaloupes, 200 acres; in tomatoes, 75 acres. A considerable acreage will be devoted to radishes, spinach, cucumbers, squashes, strawberries, etc. 15,000 peach trees planted during the winter of 1901-1902. A commercial nursery has also been planted.

Granniss, Ark., has about 40 acres in strawberries and 100 acres in commercial orchards. The truck growing acreage will be largely increased for 1902.

Cove, Ark., shipped one C. L. apples 1901 from the young orchards. Will have 50 acres in potatoes and considerable land in cantaloupes. Will plant 1,500 trees for 1902.

Mena, Ark., shipped strawberries and cantaloupes 1901, and will largely increase acreage for 1902.

Vivian, La. Vivian Fruit Growers' Association will plant 160 acres potatoes, 40 acres in tomatoes and 40 acres in cantaloupes; 2,000 peach trees are being planted during the winter of 1901-2.



Rodessa, La. About 100 acres will be planted in potatoes for 1902, 18 acres or more in tomatoes, 15 to 20 acres in cantaloupes and 1,200 peach trees.

DeQuincy, La. A considerable acreage will be planted in various kinds of truck for 1902.

Bloomburg, Tex. The local Truck Growers' Association will plant for 1902 in potatoes, 100 acres; also considerable acreage in tomatoes and cantaloupes. Large numbers of peach trees have been ordered for the spring of 1902.

• **REDLAND, I. T.**—Mr. C. S. Perry of this point, largely engaged in truck growing, will have several carloads of potatoes to ship in April, 1902, and some twenty carloads of melons, potatoes, etc., during the season.

### THE CITY OF ORANGE AND ORANGE COUNTY, TEXAS.

Orange is the county seat of Orange county, and is on the south bank of Sabine river, ten miles above the mouth. According to the census of 1900, the population is somewhat less than 5,000, though it is an old, well and substantially built city. Since 1900 it has materially increased in population, owing to the more extensive development of the rice and oil industries. The local manufacturing establishments consist of six sawmills, with a capacity of 750,000 feet per day; six planing and two shingle mills; an ice plant; iron foundry; electric light and power plant; water works; a brick yard, with a capacity of 15,000 per day; a rice mill, capacity 2,400 barrels per day, and smaller industries with a pay roll of \$37,500 per week. The city has three good hotels and all the modern conveniences of a city of its dimensions.

The manufacture of lumber and the working of wood are the principal industries of Orange. In the city itself five large sawmills have an output of 600,000 feet of lumber daily. The output of the mills of Orange during the ten years ending December 31, 1900, was 1,241,900,000 feet board measure, which sold at an average price of \$9 per thousand feet, yielded a gross rev-



PLEASURE AND BUSINESS ON SABINE RIVER AT ORANGE, TEXAS.

enue of \$11,258,280. The shipment of lumber and shingles during the first quarter of 1901 amounted to \$579,949. The shipment by rail in 1900 amounted to 7,421 car loads, or about 901,920,000 feet, the shipment by water through Sabine Pass to 35,000,000 feet. About 6,000 people in and around Orange are employed in various ways in the lumber industry.

Second to the lumber industry in Orange county is the cultivation of rice. In 1901 there were 14,000 acres in cultivation in this cereal and the acreage is rapidly increasing. Three large irrigation canals have been built and several others are in contemplation. Indications of oil are abundant in Orange county and a number of companies have been formed for the purpose of exploring this resource.

Orange county is bounded on the east by the Sabine river, on the west by the Neches, which divides it from Jefferson county. Both rivers empty into Lake Sabine, which forms the southern boundary of the county. The two rivers and the lake are navigable at all times, and form a good water outlet to the Gulf of Mexico, from which the city of Orange is distant 27 miles.

The general altitude of the county is about thirty feet above sea level. About one-half of the tillable land is covered with ash, oak, gum, pine, cypress and willow timber. The remainder is prairie land, very well adapted to farming and pasturage. Much of the land lies so smooth as to be admirably adapted to rice culture. There is also plenty of land which will produce with reasonable cultivation, fine crops of cotton, corn, sugar cane, sorghum, oats, tobacco as field crops, while sweet potatoes, Irish potatoes and commercial truck can be produced in immense quantities.

The climate is agreeable both summer and winter. In winter the thermometer rarely falls below 24 degrees above zero, though twice within forty years it has gone eight degrees lower. In the hottest summers it seldom goes higher than ninety degrees. The average rainfall is fifty-one inches, usually so well distributed as to admit of making hay, harvesting rice, picking cotton or working the corn crop. Good, soft, pure, wholesome drinking water can be had almost anywhere in the county by digging from twelve to fifteen feet.



LOG TRAMWAY IN THE PINERIES AT ORANGE, TEXAS.



## OPPORTUNITIES FOR BUSINESS ON THE LINE OF THE KANSAS CITY SOUTHERN RAILWAY.

One of the objects for which "Current Events" is published is to bring together those who are looking for new business opportunities and those communities that need new lines of business for their prosperity and comfort. The information given is largely obtained by correspondence with citizens of the towns named, and those desiring to avail themselves of the chances offered should correspond with the parties whose names are given.

**GENTRY, BENTON COUNTY, ARKANSAS.**—Population, 700. Principal industries, farming and fruit growing. Value of fruit shipped from this point in 1901, \$200,000. Wanted at Gentry, a brick and tile yard, a cold storage plant, an ice plant, a cannery, a flour mill of about 150 barrels capacity. We also need a good stock of groceries, a good hotel, a lumber yard, a shoemaker, a clothing store and a tailor, a fruit box and barrel factory and a water works plant could do some business here. We also need a lawyer and a teacher. Correspond with C. C. Lale, Gentry Ark.

**SULPHUR SPRINGS, BENTON CO., ARK.**—Population, 450; local resources, fruit growing and general farming. There is an abundance of excellent lime stone for building and for manufacturing lime, and same could be quarried to advantage. This is more of a summer health resort than otherwise, there being no manufactures of any kind. A good physician could do well here. Address for further information, Church, Thompson & Co., Sulphur Springs, Ark.

**SILLOAM SPRINGS, BENTON CO., ARK.**—Population, 3,500. Principal sources of income, general farming, stock raising, fruit growing, poultry, horses and mules, flouring mills and other manufactures. Ample raw material for a handle, spoke and hub factory; for a furniture factory or any enterprise that will utilize the native woods. A fruit box factory, a cooperage plant, lime kiln, cold storage plant, chair factory and fruit evaporators could do well here. There is also a good opening for a poultry and produce man. Clays for tiling and pressed brick are convenient. Write for further information to T. P. Fulton, Siloam Springs, Ark.

**MENA, POLK CO., ARK.**—The town is five years old, is county seat of Polk county and has 4,076 inhabitants.

It is a division terminal of the Kansas City Southern Railway. The monthly pay roll at Mena is about \$30,000, derived from various sources. Farming, fruit growing, and truck raising are very profitable and are carried on extensively. The mineral resources consist of vast deposits of black, blue and red slate, manganese, zinc, lead, gold and silver ores. Oil indications are numerous in many parts of the surrounding country. Fine merchantable timber is very abundant in the vicinity.

Mena offers exceptional opportunities for the following lines of business: A furniture factory, a cannery, a brick yard, a flouring mill, a wagon factory, a handle and fruit box factory, cooperage, a foundry; a splendid opening for a fifty-room hotel, a jeweler, an exclusive shoe and gents' furnishing store, a lime and brick business, a cold storage plant and the best opening in the South for a water works plant. Write for further information to John H. Hamilton, the Foster Realty Co. and Dennis, Stratton & Kelly, all of Mena, Ark.

**DeQUEEN, SEVIER CO., ARK.**—Population, 2,500. Present resources, manufacture of lumber, cultivation of cotton, corn, fruits and commercial truck. Five lumber mills in town, one of which employs 500 and operates a railroad of its own, same being now extended forty miles. Among the mineral resources known to exist in workable quantity are fire and potters clays, oil bearing sand, asphaltum deposits, zinc, lead, copper and antimony deposits. Wanted in DeQueen, a brickyard, cannery, ice factory, machine shops, furniture factory, wagon factory, city water works, fruit evaporators, chair factory and fruit box factory. There are openings for all of these. The undeveloped mineral here will interest miners and prospectors. In mercantile lines there are needed an exclusive shoe dealer, a first class restaurant, a lumber yard, notion or racket store, queensware store, a tailor and book store. Write for further information to W. A. Craig, DeQueen, Ark.

**HATFIELD, POLK COUNTY, ARK.**—Population, 500. Principal business, farming, mining, fruit growing and lumber. There are good openings for lead and zinc mining and additional saw mills. A milliner and a notion

store would do a good business. The town needs a cannery, fruit evaporator and a furniture factory. The country is but little developed and there is room for almost any industry. Write for information to Mr. W. N. Martin, Hatfield, Ark.

**GILLHAM, SEVIER COUNTY, ARK.**—Population, 300. Lumbering and mining are the principal resources of the town. We need a brickyard, some more sawmills, a good hotel man, a bank and a feed store. One of the three antimony mines in the United States is situated here and lead and zinc are very abundant. There are good opportunities for miners and prospectors. For detailed information write to Reuben Foote, W. S. Johnson and L. B. Messler, Gilham, Ark.

**FORT SMITH, SEBASTIAN COUNTY, ARK.**—Population, 21,000, in town and additions. Principal resources, manufacturing and jobbing business. Volume of jobbing trade in 1901, \$20,000,000; output of the factories, \$3,000,000. Available resources for manufacturing are the finest hardwood and pine timber, lead and zinc ore within reasonable distance, and coal in inexhaustible quantity. No better opportunities anywhere for furniture factories, wagon factories or any product made of wood. The best steam coal at 80c per ton, and excellent water in the greatest abundance. A cold storage house is badly needed and would do a splendid business, as great quantities of potatoes, commercial truck and fine fruits are grown and handled at this point. Wholesale commercial houses in almost any line would do well here, more especially those dealing in boots and shoes, paints, books, stationery and clothing. For more especial information address S. A. Williams, secretary Commercial League; Wharton Carnall, or Joe H. Lindsey, Fort Smith, Ark.

**VIVIAN, CADDO PARISH, LA.**—Population, 450. Principal business, lumbering, farming and fruit growing. The following lines of business would do well here: A hardwood sawmill, furniture factory, brickyard, cotton gin and grist mill; also a furniture store, notion store and a general merchandise establishment with ample capital; a fruit box factory, wagon shop, cooperage, a dentist and a lawyer. Write to A. F. Powell and to editor of the Vivianite, Vivian, La.

**DEQUINCEY, CALCASIEU PARISH, LA.**—Population, 400. Principal business, logging, stock raising, truck growing, saw milling, farming and fruit growing. Wanted: A grist mill, canning factory, hardwood mill to pre-

pare wood for wagons, buggies and farm implements; a printing office and a good eating house. A furniture store would do well here and so would a milliner, a meat market and a feed store. There is one livery stable, but a second one might do well. We need another doctor and a newspaper man. There is ample raw material here for a brickyard, a cannery, grist mill, furniture factory, wagon shop, fruit evaporator, chair factory, cooperage and fruit box factory. Write to D. D. Herford, notary public, De Quincey, La., for further information.

**PORT ARTHUR, JEFFERSON COUNTY, TEXAS.**—Population, 4,000. Principal business export and import shipping, refining of oil, cultivation and handling of rice. Openings for new business ventures: The shipping and refining of oil, cultivation and manufacture of rice products, ship building, manufacture of cotton cloth, manufacture of sugar, manufacture of paper. Wanted at once, several brickyards, a steam laundry, foundry and machine shop, water works, cold storage plant, wholesale houses of every description and builders of houses. Address J. P. Landes, T. W. Huguen, Geo. M. Craig, all of Port Arthur, Tex.

**BEAUMONT, JEFFERSON COUNTY, TEXAS.**—Population, 25,000. Principal business, manufacture of lumber, development of oil deposits, cultivation and handling of rice. Wanted at once, several brickyards, a retail lumber business, an electric plant, rice mills, wagon factories, wood working factories of all descriptions. Fine opening for rice irrigation plants. An energetic man in almost any commercial line would do well. Address Jas. H. Ratchford, Hodge & Welles, Board of Trade, Beaumont, Tex.

**TEXARKANA, TEXAS.**—Population, 15,000. Local industries, 7 or 8 lumber mills, 3 planing mills, 2 potteries, 6 brickyards, 1 pressed brick works, capacity 30,000 per day; 2 furniture factories, 2 oil mills, 4 large cotton gins and 1 compress, capacity 30,000 bales daily; 2 cooperages, 1 mattress factory, 1 handle factory, 3 cold storage plants, large ice factory, large foundry and iron works, 2 electric light plants, pintsch gas light and street cars. Wanted, establishments for the manufacture of wagons, buggies, fruit crates, barrels, boxes or any other industry in which lumber can be used; a cotton mill, wholesale dry goods house, hardware house. Of the minor commercial or industrial enterprises, almost any would pay. Address for further information P. F. Paul, Texarkana, Tex.



## WHERE TO SPEND THE SUMMER.

For the ordinary pater familias and his patient spouse, the average year has just two seasons—no more, no less. During the one, the small fry about the house acquire their experiences in the matter of whooping cough, mumps, measles, which keep the adult part of the family awake o' nights at feeding medicine to the young ones and coal to the stove. The other family season will be upon us soon, with its sultry nights, its hot sidewalks and brick buildings, its mosquitoes, summer complaint and that tired feeling which overtakes old and young alike.

It is not nearly so easy to keep a brick house in a city cool in summer as it is too keep it warm in winter, and therefore it is proper to seek some place where bearable conditions may be found. The summer resorts on the Kansas City Southern Railway are convenient to the business towns and cities and are neither elaborate or expensive in their accommodations. There are no great, magnificent hotels capable of housing half a thousand people at \$3 to \$8 per day, but there are plenty of small cottages and rooms with or without board obtainable. The hotels are good, among a quiet, respectable class of people, and their prices are moderate. If one wishes to send his family where there is pure country air, a moderately cool climate, an abundance of fresh eggs, good milk and butter, fine fruits, most excellent water, and enjoy outdoor life at very moderate cost, the same may be found in the resorts named below:

### Siloam Springs, Arkansas.

Siloam Springs has about 3,500 inhabitants and lies at an altitude of 1,163 feet above sea level. It has several very good hotels, a college, a public school system of high order and the usual complement of banks, stores, mills, churches, electric light service, public water service incident to a town of its dimensions. It is a famous shipping point for fine fruits and poultry, and during 1901 it exported 233 car loads of apples, 6,000 crates of peaches, 5,000 crates of strawberries, 19,413 dozen of chickens and 83,200 cases of eggs, worth about \$500,000.

The scenery round about Siloam Springs is attractive in various ways, but its chief attraction is the abundance and purity of the waters of the numerous springs in and about the town. There are over twenty springs within the town, of which Twin Springs, Siloam and Seven Springs are considered the most valuable. The

Dripping Springs, some nine miles from town, are much visited owing to their surrounding scenic attractions. The water of the Siloam Springs is apparently a pure, cold, free stone water, but there are claimed for it, and numerously certified, many permanent cures of chronic troubles, such as acute, muscular and inflammatory rheumatism, diseases of the stomach, such as dyspepsia, gastric catarrh, chronic catarrh, liver complaint, jaundice, malaria, skin diseases, nervous prostration, neuralgia, paralysis, dysentery, chronic diarrhoea and hay fever. For information concerning accommodations, etc., address Board of Trade, Siloam Springs, Ark.

### Sulphur Springs, Arkansas.

This locally famous health resort is 205 miles south of Kansas City and 24 miles north of Siloam Springs. The immediate surroundings, owing to the hilly character of the country, are picturesque rather than otherwise. The principal attraction will always be the benefits likely to be obtained from the use of the waters incident to the locality.

Springs are very numerous in the town and vicinity. The most noted among them are the Chalybeate or Iron Spring, the Saline Spring and the White Sulphur Springs. It is claimed for these springs that they are curative and beneficial in cases of general debility, complaints peculiar to women, catarrh of the stomach, sluggish liver, dyspepsia, gout, rheumatism, abdominal plethora, kidney troubles, etc.

The region in which Sulphur Springs is located is famous for the production of fruits, poultry and dairy products, and the getting of a good meal is considered an easy proposition. There are three hotels in the town, with a combined capacity of 100 guests, the rates varying from \$3.50 per week to \$7.00 per week, the transient rates being respectively \$1.00 and \$2.00 per day.

### Baker Springs, Arkansas.

These famous Sulphur Springs were discovered half a century ago by a noted pioneer whose name they bear. They are situated on the northern line of Howard county, Arkansas, right in the heart of the most picturesque part of the mountains, at an elevation of 1,500 to 2,000 feet, and are reached by stage from Wickes Station on the Kansas City Southern Railway, from which point they are distant twelve miles. Wickes Station is eighty miles north of Texarkana.

A number of citizens of Texarkana, recognizing the desirability of an inexpensive resort during the summer months, and impressed with the mountain scenery, the clear streams, cooling breezes, the refreshing, appetizing and invigorating waters of the springs, which furnish a natural tonic for nearly all the ills that human flesh is heir to, and observing that the fishing in the streams is good and that the tuneless mosquito is absent, purchased the lands on which these springs are situated and expended a considerable sum in improving the springs, building cottages, bath houses and a well appointed and commodious hotel, capable of housing comfortably seventy people.

The rates for board and lodging are very moderate and those who wish to rest and recuperate can do so at small expense. Board at Baker Springs, with room, \$1.00 per day; without room, 75 cents per day. Special rates to large families and reduced rates for

children. Address Baker Springs Hotel, Wickes, Arkansas.

Round trip excursion tickets to Si loam or Sulphur Springs, Ark., with 90 days' limit, are on sale daily all the year round at very low rates, from all points on the Kansas City Southern or Texarkana & Fort Smith Railways, and from nearly all points in Missouri, Iowa, Illinois, Minnesota, Wisconsin and Texas.

Round trip excursion tickets to Wickes (for Baker Springs and Bogg's Springs patrons) are on sale from all stations on the Kansas City Southern or the Texarkana & Fort Smith Railways, in Arkansas, Louisiana and Texas, from opening to close of the season (about July 1st to September 25th usually), at rates of one and one-third fare for the round trip for tickets limited to September 30th returning; while special rate of one fare for the round trip is authorized from Texarkana, Shreveport and Fort Smith for tickets with limit of five days from date of sale.

## CALCASIEU PARISH, LOUISIANA.

Calcasieu Parish lies in the southwestern corner of Louisiana, its western boundary being washed by the Sabine River, which separates Louisiana from Texas. South of Calcasieu lies Cameron Parish, which forms part of the Louisiana Gulf Coast. Calcasieu is the largest parish in the State, having an area of 2,153,000 acres, or 3,629 square miles. The population is 30,428, according to the census of 1900. The Mermentau River on the east, the Sabine on the west, and the Calcasieu River through the center of the parish afford excellent water communication for the transport of logs, lumber, and farm products to the railway shipping points. The Kansas City Southern Railway traverses the western part of the parish and the towns of DeQuincey, Singer, DeRidder, West Lake and Lake Charles are stations on this line of railroad. The Southern Pacific Railway runs through the Southern part of the parish and the Kansas City, Watkins and Gulf through the central part. The parish is not very thickly populated, though

small towns are numerous. The more important of these are Lake Charles, population 6,680; West Lake, population, 1,500; DeRidder, population, 350; Oakdale, population, 372; Welsh, population, 320; Oberlin, population, 213, and Kinder, population, 200. There are some twenty smaller places, all of them more or less important as trading or manufacturing points.

The industrial resources of Calcasieu Parish are varied, and in some lines of great magnitude. At the present time lumbering is the principal industry. Large saw and planing mills are located in many places in the parish, but the center of the industry is at Lake Charles. Here are ten saw and finishing mills, which cut 700,000 feet of lumber per day. Three shingle mills have a daily output of 200,000 shingles. The total amount of capital invested at Lake Charles is over \$2,000,000. In addition to the lumbering interest, there is a great sugar refinery, which turns out annually between four and five million pounds of sugar, and a

rice mill capable of milling, cleaning and packing 1,000 barrels of commercial rice per day. Both the sugar refinery and the rice mill operate their own barrel factories. A few miles distant from Lake Charles is an enormous sulphur deposit, which is being now and has been for a number of years, profitably worked. Petroleum has been discovered in many places, and the development of these oil fields is now being undertaken on a very large scale. The lumber, sulphur, oil and other industrial resources, will for a long time afford profitable employment for a large number of people, but the greatest hope of Calcasieu Parish lies in the agricultural resources, the cultivation of cotton, sugar cane, rice, corn, semi-tropical fruits commercial truck, live stock and wool. These, to the end of time, will afford an unfailing source of wealth to the inhabitants, for few localities are blessed with more favorable natural conditions.

The southeastern portion of the parish is black prairie land, the northeast and southwest are sandy or loamy prairies. In the northwestern part are the pine flats which in some places are undulating and even hilly in small areas. In the extreme south there is some coast marsh, but most of the parish is well drained by the numerous water courses traversing it.

The general altitude of the parish is from ten to twenty-five feet above the level of the Gulf, though the pine lands lie higher and rise rapidly toward the north and northwest. The climate is admirable, breezy and cool in summer, mild in winter and healthful at all times. The Gulf breeze is always cool and refreshing. In the summer the temperature rarely rises above 96 degrees and in winter rarely falls lower than 30 degrees above zero. Farm work is carried on all year round.

Rice is the leading crop in Calcasieu Parish, as it is in several other of the coast parishes. It is cultivated in the same manner as wheat, excepting that irrigation is necessary during its growth. It is harvested and threshed in the same way and with the same machinery as wheat is harvested. It is a very valuable crop, yielding in profit as high as \$25 to \$40 per acre. A very large acreage is now under cultivation in rice and the rice area is greatly enlarged every year. Quite an elaborate system of irrigating canals and ditches has been built in the parish during the last three or four years.

Sugar cane has been a standard crop in Louisiana for nearly a century. Before the Civil war, the state produced more than half of the sugar consumed in the United States. While not producing in the same proportion now, the aggregate quantity is far in excess of that of former years, but constitutes less than one-half of the quantity actually used. The establishment of central sugar houses has made it profitable for the small producer to profitably market his crop. It is now a profitable crop on many small farms while formerly the production was confined to the large plantations on which were established immense sugar houses.

Corn is grown more or less extensively in all parts of the parish, the crop ranging in yield from 20 to 50 bushels. In small grain, oats, rye, barley and buck wheat are profitably grown. Cotton, flax ramie and jute, all valuable fibre plants yield well, and cotton is one of the staple crops of the State. Of potatoes, two crops are grown annually. For the early spring crop there is a good demand in the Northern States. The later crop finds a good market at home.

The cultivation of fruits yield very satisfactory returns. Of ap-



ples only the very early ripening varieties yield satisfactory results. Some varieties of pears do not succeed at all, but the family of Chinese sand pears yield handsome and abundant fruit. Plums of American origin and several of the Japanese varieties yield profitable returns. Dewberries, blackberries, strawberries ripen very early and reach the northern markets at a time when the very best prices can be obtained. The native American grapes are successfully grown, but the European varieties seem to be unsatisfactory in every way. The orange and fig do well in sheltered localities, but at long intervals the orange crop is occasionally damaged by frost.

The parish is admirably situated

for commercial truck-gardening and for tobacco growing. Early vegetables can be sent to the northern market early in February, and the soil and climate are such as to admit of the production of any crop. The average annual rainfall is between 55 and 60 inches.

Stockraising has been found very profitable, and in addition to beef cattle, horses and mules raised in large numbers, great quantities of wool are annually grown. The natural pasturage is good and domestic grasses are easily grown. Lands, owned by private parties range in price from \$2.00 to \$30.00, unless they are suspected of bearing oil, when they become too valuable for farming operations.

## THE KANSAS CITY SOUTHERN RAILWAY TRAIN SERVICE BETWEEN KANSAS CITY AND HOT SPRINGS.

For the accommodation of its patrons the Kansas City Southern Railway Co. runs a through sleeper daily, without change or transfer, between Kansas City and Hot Springs, via Sallisaw and Little Rock. This is absolutely the shortest line between Kansas City and Hot Springs and is so arranged as to have the departing and

arriving time in broad daylight. Departing Kansas City at 11 a. m. and arriving at Hot Springs at 9:25 a. m., and returning, departing Hot Springs at 6 p. m. and arriving Kansas City at 4:55 p. m. Round trip excursion tickets to Hot Springs, Ark., with ninety day limit, are on sale the year round from all points in the United States.

## INDUSTRIAL NOTES.

**AMSTERDAM, MO.**—During the year 1901, the following named products have been shipped from this point in carload lots. Butter, poultry and eggs were largely shipped by express, and do not appear on this record: Cattle, 104 cars; hogs, 67 cars; mixed live stock, 33 cars; sheep, 3 cars; corn, 20 cars; oats, 1 car; flax seed, 2 cars; hay, 16 cars; fence posts, 1 car; coal, 5 cars; junk, 2 cars; poultry, 4,575 pounds; eggs, 1,147 cases; butter, 1,356 cases; linseed, 3,635 pounds; walnuts, 226 pounds; feathers, 20 pounds; vegetables, 75 pounds; hides, 660 pounds; wool, 315 pounds and apples, 17 barrels.

**JOPLIN, MO.**—The Joplin Brick Company has doubled its capital and capacity. The capital is now \$30,000. The manufacture of dry pressed brick

for building purposes will hereafter be a specialty with this company.

The Joplin White Lime and Cement Company is having constructed at the Freeman foundry a thirty-ton hoister. It will lift blocks of stone weighing 60,000 pounds, and is constructed on the order of a traveling crane. It is the first machine of the kind ever turned out in the Southwest.

It is proposed to cover the City Library building with zinc shingles. The High School building was thus covered in 1896, and the shingles are still in splendid condition, and are good for many more years.

The Economy Pitless Scale Company have decided to move their factory to this point. This new enterprise will have a capacity of from ten to fifteen scales per day, will employ

from forty to eighty men and have an annual pay roll of about \$8,000. The capital invested will be \$40,000.

The annual output of lead and zinc ores for 1901 amounted in value to \$7,971,651, and consisted of 516,612, 270 pounds of zinc and 70,530,450 pounds of lead ore.

The plans for the Missouri National Brewing Company's plant have been received. The new brewery will cost \$222,000, and will have its own bottling and cooperage department. The necessary ground has been secured and bids for construction are now being invited.

**JEFFERSON CITY, MO.**—During the year 1901, mercantile and industrial corporations to the number of 1,028 have been organized in the state. The total amount of capital invested was \$212,167,915, divided as follows: Mercantile corporations, \$57,848,050; oil corporations, \$7,560,000; railway corporations, \$523,542,000; banking corporations, \$370,000; trust corporations, \$11,300,000; telephone corporations, \$525,335; increase of stock mercantile corporations, \$16,977,000; increase mining corporations, \$1,186,320; increase railway corporations, \$81,400,000; and increase telephone corporations, \$2,042,000.

**CHANUTE, KANSAS.**—The oil field in this vicinity is now being rapidly developed and there are now actively operating: The Kansas Crude Oil Co., The Southwestern Oil and Gas Co., The Kansas and Texas Oil and Gas Co., The Neosho Valley Oil and Gas Co., and the Knapp Oil Company. The amount of capital invested in machinery and appliances for handling and storing the oil obtained is about \$250,000. In this field there are about 70 wells, yielding about 3,500 barrels per day of fine illuminating oil, worth about one dollar per barrel. At Neodesha, some 25 miles south of Chanute, the Standard Oil Company has been operating a refinery for the past seven years and has 96 producing wells at Neodesha and Thayer. Oil sold to the Standard Oil Co. under a general contract brings 85c per barrel, that sold to the gas companies in the large cities generally brings \$1.20 per barrel. The wells at Chanute will become large shippers as soon as the necessary pipe lines and tankage are completed.

**GRAVETTE, ARK.**—This is only a small town of 1,000 people, but they have money in their jeans to jingle. They shipped during 1901, 90 cars of apples; 50 cars of live stock; 850 crates of peaches; 1,320 crates of berries; 6,915 cases of eggs; 142,575

pounds of poultry; and 123,893 pounds of flour, hides, etc., and wool. The aggregate value of the shipments being about \$200,000. The following figures are accurate: Apples, at \$2 per barrel, \$48,000; eggs at 12 cents per doz., \$24,794; poultry at 6 cents per pound, \$8,554; berries at \$1.50 per crate, \$1,980; total, \$83,328. In Benton county, Arkansas, there were shipped and kept in storage 2,112 carloads of green apples and 179 carloads of dried apples. Including all the apples used in various ways the crop of Benton county yielded, 1,812 cars green, \$724,800; 135,000 bushels at 10 cents, \$13,500; 179 cars evaporated, \$322,200; apples not yet marketed, \$50,000; total, \$1,110,500.

The Morris White Lime Co. have begun the construction of their new plant, which will turn out 12s barrels of white lime per day and will employ fifteen men. The K. C. S Ry. has built a switch to the warehouses and the cooperage buildings are now completed.

**SILAM SPRINGS, ARK.**—The spring water of this place has been the attraction for health seekers for many years. It is not, however, generally known that much of this water is shipped to other points. Mr. M. S. Lindsay reports that some 3,000 gallons are shipped weekly to Port Arthur, De Quincy, Hornbeck, Beaumont, Texarkana, Shreveport, De Queen, Mena, Spiro, Stilwell, Fort Smith and Kansas City, Mo.

The question of securing a large cold storage plant is now before the house. A proposition to build a 40,000 barrel storage plant has been made. The cost will be \$40,000, and the people of Silam Springs are expected to take half the stock. The committees are out hustling and it is thought the \$20,000 will be raised within thirty days.

**FORT SMITH, ARK.**—The Oklahoma Vinegar Co. are advertising for truck growers to raise pickles for the factory for 1902. They are desirous of contracting for their year's supply at an early day.

The Heitzberg & Handford Packing Co. will begin construction of their plant at an early day. The machinery has been purchased and as soon as the weather settles, construction will begin.

Twenty new buildings, business blocks and dwellings have been erected here during 1901. The total cost has been \$115,400.

The excavations for the new hospital are under way. According to the plans it will be a handsome building.

**MENA, ARK.**—The Atlas Slate Co. are now prepared to turn out first class black-boards in any desired quantity. Two carloads of roofing slate are now ready for shipment.

Mr. N. F. Wright of the Southwestern Slate and Manufacturing Co.'s quarries reports that the new machinery is being rapidly put in place; new derricks are being erected and everything is getting in shape for a big business. About thirty men are at work in the quarries.

The railroad business at Mena during the month of January, 1902, has been better than in any previous month. The freight receipts were \$9,113; the passenger ticket sales, \$1,944. The number of loaded freight cars handled in the yard was 6,500. The Western Union Telegraph Co.'s receipts were \$450.

**GILLHAM, ARK.**—The directors of the Southern Zinc and Copper Mining Co. have decided to build a handsome hotel of about fifteen rooms at this place.

Mr. John Paul of Mena reports that the Southern Zinc and Copper Mining Company, and the Star Antimony Company have now 64,000 feet of lumber on the ground to house their mining machinery, which consists of two sixty horse power boilers, one air compressor, five steam jigs, one fourteen-inch crusher, one five-cell ruffer and one six cell cleaner. There are now on the dump of the Davis mine 3,500 tons of ore, valued at \$20,000.

The zinc mines of this locality are making a good showing in the market. The first carload shipped brought \$14 per ton. The ore is reported to be of better quality than that of the Joplin mines.

**DE QUEEN, ARK.**—Seventeen good, substantial people dropped off the train here this first week in March for the purpose of making their homes here.

The town council, acting on a petition of the citizens, has passed an ordinance providing for a system of water works for the town.

**LAKE CHARLES, LA.**—At a recent meeting of the business men, a board of trade was organized for the purpose of developing the latent resources of the city and surrounding country. Mr. H. B. Milligan was elected president and Mr. Winterhalter, secretary. Committees were appointed to consider the subjects: Navigation and waterways; transportation; rice culture and irrigation; lumber, truck farming and fruit

growing; building and public improvement; advertising and finance.

**LEESVILLE, LA.**—The R. Simon & Sons shingle mill is being greatly enlarged. New machinery is being installed and extensive drying sheds will soon be erected.

Considerable interest is now being taken in the matter of truck farming, for which this locality is very well situated.

**NEW ORLEANS, LA.**—The U. S. Census Bureau has just issued a statement concerning the industrial progress of Louisiana during the past ten years. The number of manufacturing establishments has increased from 2,613 to 4,340, or 66½ per cent, while the capital invested has grown from \$34,754,121 to \$113,639,564, or 225 1-3 per cent. The total output of their factories is valued at \$121,099,924, whereas the output of 1890 was \$57,806,713, showing an increase of 109½ per cent. The increase in wages has been 10 per cent and the production per hand has increased 41 per cent. The population of the state has increased 23 per cent, the number of wage earners 48 per cent and the wages paid 52 per cent. The cost of raw material shows an increase of 147 per cent and the value of the product an increase of 109½ per cent.

**PORT ARTHUR, TEX.**—Since January, 1902, the steamer Cardium has carried to Liverpool, England, two cargoes of 50,000 barrels of oil each. The steamer Strombus, of the same line, is now loading and will carry 60,000 barrels of oil. Both steamers use oil for fuel.

**ORANGE, TEXAS.**—Lemon is the name of a new town recently laid off in Orange county. It is on the Kansas City Southern Railway, has up-to-date saw and planing mills and fifty new residences. A telephone line is now being built from Lemon to Orange.

**TEXAS MANUFACTURERS.**—The U. S. Census Preliminary Report gives the following information concerning the manufacturing interests of Texas: Aggregate capital invested, \$90,438,882, an increase of 93 per cent; total products including custom work and repairing, value, \$119,415,982, an increase of nearly 70 per cent. The number of establishments, 12,289; average number of wage-earners, 48,289; total wages, \$20,552,356. The aggregate miscellaneous expenses were \$6,144,924, and cost of material used \$67,102,769.



## AS TO RICE FARMING AND RICE LANDS.

The immense growth of rice culture in the South within the past few years together with the profits which the industry offers to energetic tillers of the soil, is attracting widespread attention. It is true there are many places in the world where rice is raised successfully, but there is one section which has been proven better than any other, and that is the Gulf Coast country of Louisiana and Texas. This statement is proven by the enormous crops produced there, the uniformly high price paid for the product, the superiority of the rice produced over that raised in other countries, and by the success of the farmers who are devoting their attention to it.

Among those who are unacquainted with the manner of cultivating rice a misapprehension is liable to exist. By many it is supposed that rice is raised in swamps or marshy land which is partially or totally unfit for any other purpose. Such is far from the facts in the case. In both Louisiana and Texas rice is raised on high land, land that is dry and level and is flooded by means of rice canals or irrigating ditches. These canals are supplied with water by immense centrifugal pumps which throw water at the rate of from 10,000 to 50,000 gallons per minute to a height of 15 to 40 feet. By growing the rice on high ground and getting the water supply in the manner described a perfect drainage is secured, and this is essential to grow, ripen and harden the crop properly. In other ways the cultivation of rice is very similar to that of wheat or oats in the northern states. The ground is plowed, disced, harrowed and the seed drilled in. The plowing can be done at any time from November to April—the earlier the better, as the early crops usually bring a higher market price.

The crop is flooded only while grow-

ing. Fresh water is continually pumped on the land at the rate of eight gallons per acre per minute. Therefore, it will readily be seen that stagnation cannot exist and cause sickness as is supposed by many.

The work required to produce a rice crop is practically the same as that required to produce an oat or wheat crop in the North. The expense is very little more and the rice farmer has the whole year in which to prepare his ground and make a crop, and can count on at least \$20.00 per acre net for his efforts, after deducting all expenses; and it is not an unusual thing for a rice grower in the coast country of Louisiana and Texas to make from \$30.00 to \$50.00 per acre net. The elements of chance are very much less in growing rice than is the case with any other agricultural product of the country. The profits are greater, lands are cheaper, the climate is healthful and more pleasant.

Just at this time there is very great activity in the development of rice lands. The Hurd-Ford Investment Company of Beaumont, Texas, are opening some 30,000 acres of excellent land near Houston, Texas, by the construction of a large irrigation canal that will get its water from the Brazos river, which is the largest river in the state; and these same people are also opening something over 20,000 acres of first-class rice land in the vicinity of Vinton, Louisiana, by the construction of a large and complete canal system that will get its water from the Sabine river. This is a very large navigable stream and carries an inexhaustible supply of water, which is a most important point for the purchasers of land, or the rice farmer to consider. Those who are interested in rice culture, or who desire further information on the subject, will do well to address the firm mentioned in this article. They are in position to give reliable information and splendid advice upon the subject.

# KANSAS CITY SOUTHERN RAILWAY CO.

STUART R. KNOTT.....President.  
 J. A. EDSON.....General Manager.  
 J. A. HANLEY.....Freight Traffic Manager.  
 E. E. SMYTHE.....General Freight Agent.  
 S. C. WARNER.....General Passenger and Ticket Agent.  
 W. COUGHLIN.....Superintendent (Nor. Div.) Pittsburg, Kas.  
 D. C. BEVARD.....Superintendent (So. Div.) Texarkana, Tex.  
 General Offices, Kansas City, Mo.

# TEXARKANA & FORT SMITH RY. CO.

J. A. EDSON.....President.  
 W. L. ESTES.....First Vice President.  
 J. A. HANLEY.....Second Vice President.  
 D. C. BEVARD.....Superintendent.  
 C. E. PERKINS.....General Freight Agent.  
 C. E. SWINDELL.....General Passenger and Ticket Agent.  
 General Offices, Texarkana, Tex.

## TRAFFIC REPRESENTATIVES OF THE PORT ARTHUR ROUTE.

The authorized representatives of the Port Arthur Route whose names and addresses are given below will, upon application in person or by letter or telegram, promptly and cheerfully answer any inquiries concerning time of trains, rates of fare and transportation facilities.

### BEAUMONT, TEX.

J. C. MOW, (K. C. S. R'y).....Commercial Agent  
 R. A. MORRIS, (T. & Ft. S. R'y).....City Ticket Agent

### CHICAGO, ILL., Marquette Building.

J. I. HAZZARD, (K. C. S. R'y).....General Agent

### DALLAS, TEX.

A. CATUNA, (K. C. S. R'y).....General Agent

### FORT SMITH, ARK.

H. N. HALL, (K. C. S. R'y).....General Agent  
 W. H. MAPES.....City Passenger and Ticket Agent

### HOUSTON, TEX., 216 Main Street.

H. C. ARCHER, (K. C. S. R'y).....Commercial Agent

### JOPLIN, MO.

C. W. NUNN, (K. C. S. R'y).....General Agent  
 S. O. LUCAS, (K. C. S. R'y).....Ticket Agent

### KANSAS CITY, MO., 9th and Walnut Streets.

J. C. BROWN, (K. C. S. R'y).....City Passenger and Ticket Agent  
 E. C. FOX, (K. C. S. R'y).....Depot Ticket Agent, 2nd and Wyandotte Streets

### LAKE CHARLES, LA.

R. B. WALKER, (K. C. S. R'y).....Ticket Agent

### NEW ORLEANS, LA., 710 Common Street.

E. E. ELMORE, (K. C. S. R'y).....General Agent

### ST. LOUIS, MO., 503 Houser Building.

C. H. IVERS, (K. C. S. R'y).....General Agent

### SHREVEPORT, LA.

R. R. MITCHELL, (K. C. S. R'y).....General Agent  
 A. B. AVERY.....Union Station Ticket Agent

### TEXARKANA, TEX.

S. G. HOPKINS, (T. & Ft. S. R'y).....City Passenger and Ticket Agent  
 H. D. DUTTON.....Traveling Passenger Agent.  
 J. H. MORRIS.....Traveling Passenger Agent.  
 F. E. ROESLER.....Traveling Passenger and Immigration Agent.

TEMPLE BLOCK, KANSAS CITY, MO.

## DIRECTORY OF REAL ESTATE AGENTS ON THE LINE OF THE KANSAS CITY SOUTHERN RY.

**Kansas City, Mo.**—E. O. Haight,  
No. 550 Gibraltar Bldg; F. A. Horn-  
beck, 7th and Wyandotte; Burton  
D. Hurd, Temple Block.

**Merwin, Mo.**—R. N. West.

**Joplin, Mo.**—B. F. Wilson.

**Asbury, Mo.**—E. M. Whetsell.

**Neosho, Mo.**—J. V. Fleming Rlty.  
Company.

**Amsterdam, Mo.**—Dimond &  
Tathwell.

**Hume, Mo.**—Jacob Kuipers.

**Stotesbury, Mo.**—A. F. Wilson.

**U. S. Government Lands in  
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ceiver, Camden, Ark. F. S. Baker,  
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**In Missouri.**—G. A. Raney, Re-  
ceiver, Springfield, Mo.

**Sulphur Springs, Ark.**—Church,  
Thompson & Co.

**Bentonville, Ark.**—C. R. Craig.

**Gentry, Ark.**—C. C. Lale.

**Siloam Springs, Ark.**—T. P.  
Fulton, John C. Davis.

**Fort Smith, Ark.**—Wharton Car-  
nall, Jos. H. Lindsey.

**Mena, Ark.**—Dennis, Kelley &  
Stratton, W. H. Cloe.

**Hatfield, Ark.**—W. N. Martin.

**DeQueen, Ark.**—W. A. Craig.

**Gillham, Ark.**—Reuben Foote. L.  
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**Horatio, Ark.**—J. B. Martin.

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**Texarkana, Tex.**—P. F. Paul.

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**Nederland, Texas.**—A. Burson.

**Beaumont, Texas.**—Jas. H.  
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**Houston Texas.**—H. P. Mans-  
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**Port Arthur, Texas.**—T. W.  
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**Vivian, La.**—A. F. Powell.

**Shreveport, La.**—Barrett & Mc-  
Duffin.

**Rodessa, La.**—A. C. Pitts.

**Mooringsport, La.**—H. S. Wes-  
ton.

**Benson, La.**—I. J. Best.

**Converse, La.**—G. M. Mott.

**Zwolle, La.**—L. B. Gay.

**Many, La.**—Dan Vandegaer.

**Florien, La.**—J. W. Miller.

**Hornbeck, La.**—G. G. Leach.

**DeQuincy, La.**—D. D. Herford.

**Leesville, La.**—J. W. Dennis.

**Grannis, Ark.**—E. H. Poe.

**Lake Charles, La.**—A. V. East-  
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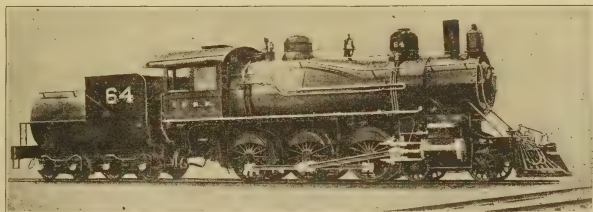
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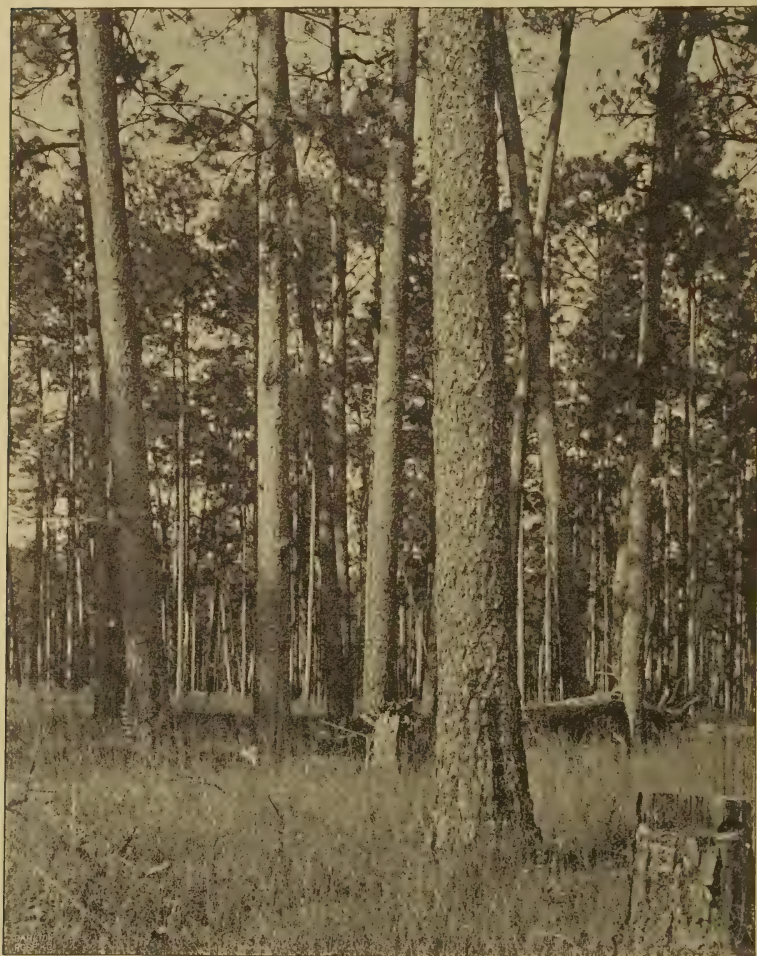
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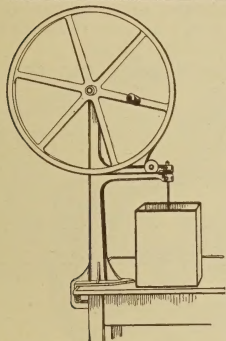
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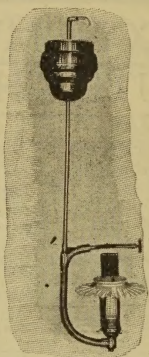
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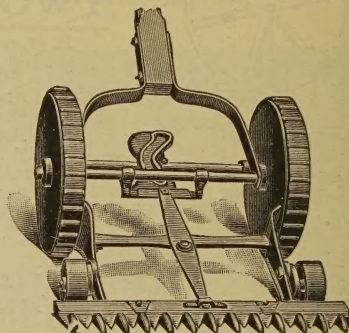
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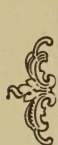


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